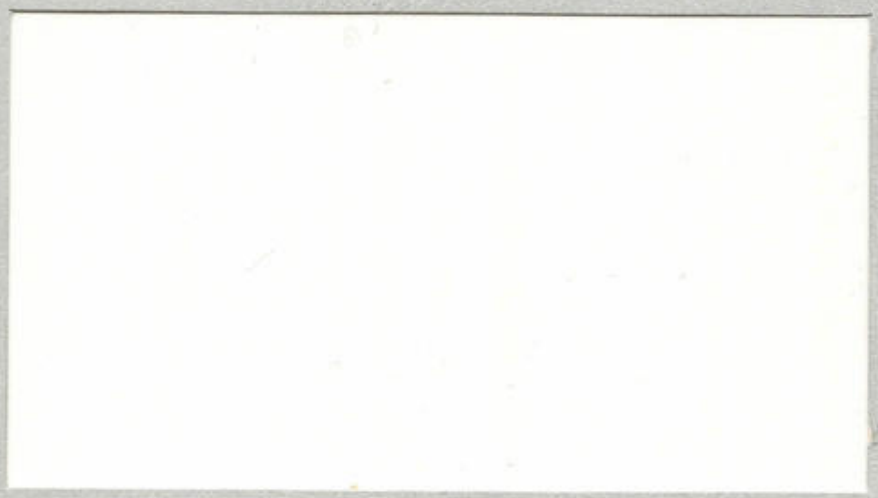

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MODEL

SPECIFICATION

POWER UNIT; AIRCRAFT AUXILIARY
GAS TURBINE TYPE, SERVICE TYPE I,
AIRESEARCH MODEL GTP30-67
PART 380452-1

SC-5665A February 22, 1966

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Initial Issue
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TOTAL PAGES 34

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ATTACHMENTS: Drawings: 380452 Rev. A
697493-1
696776
696775

Curves: B10495
B10496
B10497
B10627

Appendicies:

I - Preproduction Test Requirements
II - Acceptance Test Requirements
III - MIL-P-8686

REV	BY	APPROVED	DATE	PAGES AND/OR PARAGRAPHS AFFECTED
NC	DWB	See Title Page	10-7-65	---
A	EAJ	L.J. Marcum	2-22-66	Revised: Paragraphs 2.1, 3.5.1, 3.5.1.1, 3.5.2, 3.5.11, 3.5.11.1, 3.5.12, 3.5.13.1, 3.6, Table II, 3.13.5.2.2, 3.17, 3.19, 3.21, 3.24.4, 3.24.6.1, 3.25.9, 3.26, 3.27, 3.27.1, 3.32.1.1 and 3.35.2 was 3.35.3. Drawing 380452. Deleted: Drawing 305126, and 696762, paragraphs 3.27.3.2, 3.35.2, 3.35.4, 3.36, 3.36.1, 3.36.1.1, 3.36.2, 3.36.2.1, 3.36.3, 3.36.3.1, 3.36.3.2. Added: Drawing 697493-1 Revised: Appendix II--20.4.1.1 and 20.4.1.1.1.

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MODEL SPECIFICATION
POWER UNIT; AIRCRAFT AUXILIARY
GAS TURBINE TYPE, SERVICE TYPE I,
AIRESEARCH MODEL GTP30-67
PART 380452-1

1. SCOPE

1.1 Scope - This specification covers the requirements of the Gas Turbine Power Unit, Service Type I, AiResearch Model GTP30-67, Part 380452-1, hereinafter designated as the unit.

1.1.1 Format - The paragraphs listed herein are numbered to correspond to those in MIL-P-8686 and either include specific information required by MIL-P-8686 or indicate departures from the requirements of MIL-P-8686. Paragraph headings and numbers marked "see MIL-P-8686" indicate compliance therewith.

1.2 Classification - The Type I unit defined herein is designed to serve as a compact, lightweight source of shaft power. The unit is suitable for driving aircraft accessories such as electrical generators and hydraulic pumps.

1.3 Design Basis - The unit defined herein is intended primarily as a source of ground power for generator set applications. The unit is intended to satisfy the applicable design requirements for a Gas Turbine Engine stipulated in MIL-G-38259 when operated within the limits of this specification.

2. APPLICABLE DOCUMENTS

2.1 Applicability - The following specifications, standards, drawings, and publications, of the issue specified below, shall form a part of this specification only to the extent specified herein or in the referenced paragraph of MIL-P-8686.

Specifications

Federal

VV-F-800	Fuel Oil, Diesel,
VV-K-211	Kerosene
QQ-P-416A(1)	Plating, Cadmium (Electro-Deposited)
PPP-B-601A	Boxes, Wood, Cleated Plywood

Military

MIL-P-116D	Preservation, Method of
MIL-B-131C(2)	Barrier Material, Water Vaporproof, Flexible
MIL-G-3056B(2)	Gasoline, Automotive Combat
MIL-S-3136B	Standard Test Fluids; Hydrocarbon
MIL-M-3171A(1)	Magnesium Alloy, Processes for Corrosion Protection of
MIL-C-3702(02)	Cable, Power, Electrical: Ignition, High-Tension
MIL-W-5086A(2)	Wire, Electrical 600 Volt, Copper, Aircraft
MIL-W-5088C	Wiring, Aircraft Installation of
MIL-T-5544A(ASG)	Thread Compound; Anti-Seize Graphite-Petrolatum
MIL-G-5572C	Gasoline Aviation, Grades 80/87, 91/96, 100/130, 115/145

2.1 Applicability (Contd.)

Specifications

Military

MIL-E-5607B	Engine, Gas Turbine, Preparation for Storage and Shipment, Process for
MIL-J-5624F	Jet Fuel, Grades JP-3, JP-4, and JP-5
MIL-C-6021E	Castings, Classification and Inspection of
MIL-I-6181D	Interference Control Requirements, Aircraft Equipment
MIL-I-6866A(ASG)	Inspection, Penetrant Method of
MIL-I-6868B	Inspection Process, Magnetic Particle
MIL-F-7024A(2)	Fluids, Calibrating, for Aircraft Fuel System Components
MIL-S-7742A	Screw Threads, Standard, Optimum Selected Series: General Specification for
MIL-L-7808D	Lubricating Oil, Aircraft Turbine Engine, Synthetic Base
MIL-C-8188C	Corrosion-Preventive Oil, Gas Turbine Engine, Aircraft, Synthetic Base
MIL-A-8625A	Anodic Coatings, for Aluminum and Aluminum Alloys
MIL-P-8686(ASG)	Power Units; Aircraft Auxiliary, Gas Turbine Type, General Specification for
MIL-C-9282A	Container, Shipping, Metal, Reusable 5 Cubic Feet - 50 Cubic Feet Volume
MIL-M-9868B	Microfilming of Engineering Documents, 35mm

2.1 Applicability (Contd.)

Specifications

Military

MIL-G-26611A(1)	Generator, Tachometer GEU-7/A, Miniature
MIL-B-26195A	Boxes, Wood-Cleated, Skidded, Load-Bearing Base
MIL-G-38259C(USAF)	Generator Set, Gas-Turbine-Driven, EMU-12/E
MIL-D-70327(2)	Drawings, Engineering and Associated Lists

National Military Establishment

JAN A-669	Anti-Seize Compound, White Lead Base, General Purpose (for Threaded Fittings)

Standards

Military

MIL-STD-129C	Marking for Shipment and Storage
MIL-STD-453(1)	Inspection, Radiographic
MIL-STD-810A	Environmental Test Methods for Aerospace and Ground Equipment
MS33540	Safety Wiring, General Practices for
MS28741	Hose Assembly, Detachable and Fitting, Medium Pressure
MS33586(ASG)	Metals, Definition of Dissimilar

Air Force - Navy Aeronautical Design

AND20002	Drive - Type XII-A Engine Accessory

Drawings

AiResearch Manufacturing Company
(see 3.6 herein.)

2.1 Applicability (Contd.)

Publications

Air Force - Navy Aeronautical Bulletins

ANA343p	Specifications and Standards Applicable to Aircraft Engines and Propellers, Use of
ANA438a	Age Controls for Synthetic Rubber Parts

2.2 Supersedence - If any of the documents forming a part of this specification are superseded by a later document, revision, or amendment during the life of the contract of which this specification is a part, it shall be permissible to apply such later documents or superseding issues, insofar as such superseding requirements are equivalent to or exceed the requirements are equivalent to or exceed the requirements of this specification or of the documents forming a part thereof.

3. REQUIREMENTS

3.1 Materials

3.1.1 Critical Materials - If required by the applicable contract or purchase order, the actual weight of any materials required in the construction of the unit, which are designated as critical by the Government, will be made known to the Government Procuring Agency at such a time as is mutually agreed upon by AiResearch and the Government Procuring Agency.

3.1.2 Dissimilar Metals - See MIL-P-8686.

3.1.3 Synthetic Rubber Parts

3.1.3.1 Marking - See MIL-P-8686.

3.1.3.2 Serviceability - See MIL-P-8686.

3.1.3.3 Uniformity - See MIL-P-8686.

3.1.3.4 Age Controls - Age controls for synthetic rubber parts shall conform to ANA Bulletin No. 438.

3.1.4 Materials, Processes, and Products - See MIL-P-8686.

3.1.4.1 Standard Parts - See MIL-P-8686.

3.2 Design Standards - See MIL-P-8686.

3.3 Model Specification - This specification conforms to the model specification requirements specified in MIL-P-8686.

3.4 Preproduction and Acceptance

3.4.1 Preproduction - Refer to Appendix I of this specification.

3.4.2 Acceptance Requirements - Refer to Appendix II of this specification.

3.5 Performance Characteristics - The ratings and estimated performance shown are based on the terms and standard conditions given herein.

3.5.1 Fuel Types - The unit shall function satisfactorily and meet all performance requirements throughout the operating range specified herein with the fuels listed in the following table.

Specification	Grade	Temperature Range (Minimum)	***(Maximum)
MIL-G-3056	Type I**	-65°F	+135°F
MIL-G-5572	All**	-65°F	+135°F
MIL-J-5624	JP-4	-65°F	+135°F
MIL-J-5624	JP-5*	-30°F	+135°F
VV-K-211	Kerosene*	+15°F	+135°F
VV-F-800	DF-A*	-30°F	+135°F
	DF-1*	0°F	
	DF-2*	+40°F	+135°F

* Additional combustor maintenance is required with these fuels.
** Additional turbine nozzle maintenance is required with this fuel.
*** or 15 centistokes viscosity (maximum)

3.5.1.1 Fuel Inlet Pressure - Fuel pressure supplied to the unit fuel pump and control inlet fitting may be supplied from a gravity source provided that the fuel pressure is not more than 20 psig and not less than 5 psi above the true vapor pressure of the fuel. The fuel pressure shall be held constant within ±2 psi.

3.5.2 Fuel Contamination - The customer installation shall provide a filter of appropriate capacity for at least 200 hours of continuous operation at normal rated output. The filter shall be capable of trapping contaminant particles in excess of 10-micron size when fuel contaminated to the extent specified in 3.5.2 of MIL-P-8686 or MIL-G-38259 is supplied to the filter inlet.

3.5.3 Lubricant - The unit shall be capable of satisfactory operation, with MIL-L-7808 used as the lubricant, throughout the ambient altitude and temperature ranges specified herein for operating conditions.

3.5.4 Rating - The performance ratings shall be as listed in Table I. These ratings are based on the following stipulations:

(a) Use of fuel conforming to 3.5.1 and 3.25.1 herein.

(b) Use of oil conforming to MIL-L-7808.

(c) The unit supplied with the electrical energy specified.

(d) Steady-state operation at normal governed speed under the sole control of the manual-speed-change automatic-governor control system.

(e) The unenclosed-unit inlet-air total pressure equal to static pressure at the turbine exhaust diffuser.

(f) The unit inlet-air total temperature at the compressor screen and the unit ambient air temperature at specified conditions.

TABLE I

PERFORMANCE RATINGS

Load	Unit Inlet Air Conditions	Output Horsepower	Fuel Consumption Lbs per Hour, Maximum
Normal rating	59°F, sea level	32.3	60
No load	59°F, sea level	0	35

3.5.5 Estimates

3.5.5.1 Performance at Other than Rated Conditions - Estimated performance at sea level with unit inlet total temperatures from minus 65°F to plus 130°F, using fuel at the conditions specified in 3.5.1, is shown on Curve B10495. Curves B10496 and B10497 show the estimated performance at 4,000 and 8,000 feet, respectively. The normal rating as specified in MIL-G-38259 is shown on these curves. Curve B10627 can be used to estimate the effect of gas turbine installation losses on the normal rated performance shown on Curve B10495.

3.5.5.2 Correction Data - Refer to 3.5.5.1.

3.5.6 Oil Consumption - The oil consumption shall not exceed 0.15 pound per hour under any operating condition specified herein.

3.5.7 Altitude Operation

3.5.7.1 Altitude-Temperature Limits for Starting and Operation

(a) Altitude Limits - The unit shall be capable of starting at an altitude pressure range up to and including 10,000 feet.

3.5.7.1 Altitude-Temperature Limits for Starting and Operation (Contd.)

(b) Temperature Limits - The maximum allowable ambient starting and operating temperature of the unit shall be 125°F when supplied with fuel at 135°F, inlet air at 125°F, and using the lubricant specified in 3.5.3. The minimum allowable ambient starting and operating temperature shall be minus 65°F when using MIL-L-7808 oil. Refer to 3.5.1 for minimum fuel inlet temperatures, to 3.5.1.1 for minimum fuel inlet pressures, and to 3.5.9.1 for minimum inlet air and lubricant temperatures.

3.5.8 Attitude Conditions

3.5.8.1 Installation Attitude - The unit may be installed and will operate satisfactorily under any of the following conditions:

(a) Plus or minus 5 degrees displacement of the fore-and-aft axis.

(b) Plus or minus 5 degrees inclination to either side.

3.5.8.2 Operational Attitude Conditions - When installed in accordance with 3.5.8.1, the unit shall also be capable of operating during any of the following attitude conditions:

(a) Normal horizontal level position.

(b) 0 to 15 degrees inclination in any direction from the true horizontal.

3.5.9 Ambient Temperature Conditions - The complete auxiliary power unit shall perform satisfactorily from sea level to 10,000-foot-altitude static conditions from no load to maximum output.

3.5.9.1 Ambient Soaking Temperature Conditions - The unit shall suffer no detrimental effects after being subjected to the following:

(a) Soaking period of 8 hours at an ambient temperature of 160°F, and shall start and operate in this ambient when supplied with fuel at 135°F, inlet air at 125°F and utilizing the appropriate lubricant of 3.5.3.

(b) A soaking period of 24 hours at an ambient temperature of minus 65°F, and shall start and operate in this ambient when supplied with air at minus 65°F, with fuel at minus 65°F (except as specified in 3.5.1), and utilizing the lubricant of 3.5.3.

3.5.10 Reduced-Speed, Idle Operation - Not applicable.

3.5.11 Automatic Speed Control and Fine Speed Trim - The engine shall be provided with an automatic speed-governing fuel-control unit capable of regulating the output speed within the limits specified herein. The governor shall include provisions for manually adjusting the output speed over a minimum range of ±3 percent of nominal rated output speed by means of a customer-furnished dc electrical power signal, of ±150 to 160 milliamperes (8 volts dc maximum). The input impedance to the electrical connector shown on the outline drawing is 50 ohms nominal at 75°F. When connected to either pins A and B or pins C and D the polarity shown on Wiring Schematic 696775 will decrease the engine speed.

3.5.11.1 Steady-State Speed Regulation - The steady-state speed under all steady-state loads from no load to full rated load shall be controlled within the limits of 8,000 rpm ±1 percent when the governing system has been adjusted to 8,000 rpm with the engine supplying 1/2 rated load. Speed variation within these limits at any steady-state load from no load to full rated load shall not exceed ±0.25 percent. The automatic speed control shall maintain the specified performance over a minimum change in ambient temperature of 60 Fahrenheit degrees.

3.5.11.2 Transient-Load Response - For either application or removal of any load up to and including full rated load, the output speed shall not deviate by more than ±4 percent from the rated speed. The output speed shall recover to within steady-state limits within 2 seconds after not more than one overshoot and one undershoot outside the steady-state limits.

3.5.12 Gas Temperature Limits - The maximum operating measured exhaust-gas temperature shall be as follows:

Condition	Temperature, °F
Maximum rated	1300
Maximum allowable	1350

3.5.12.1 Measurement - A Chromel-Alumel sensing device, located as shown on the outline drawing, shall be furnished to sense exhaust-gas temperature. The temperature-indicating device and the necessary circuitry shall not be a part of the unit.

Type K thermocouple is used to measure the exhaust-gas. Chromel = positive; Alumel = Negative

.3.5.13 Starting - The unit shall make consistent, successful starts when used in accordance with 3.5.7.1 and in conjunction with the starter specified in 3.5.13.1. A successful start shall be defined as a complete start and acceleration, under no-load conditions, from starter torque initiation to stabilized governed speed within the times specified in 3.5.13.1.

3.5.13.1 Starter - The unit shall be equipped with a d-c electric starter capable of starting the unit within the estimated time shown below when supplied with the starting power of 3.5.13.2.

(a) In not more than 30 seconds within the ambient temperature range of minus 20°F to plus 125°F.

(b) In not more than 60 seconds within the ambient temperature range of minus 65°F to minus 20°F.

The total load imposed on the unit during a starting cycle shall not exceed the polar moment of inertia and frictional drag imposed by a conventional aircraft-type, 20 kva, a-c generator. The starter shall incorporate re-engaging provisions to permit restarting of the unit at any time within the starter motor assist range. (See 3.5.13.5.) The customer shall furnish a cutout device to disengage the starter at 55-60 percent of normal no-load governed speed.

3.5.13.2 Starting Power - The unit shall be capable of starting at prevailing ambient static pressure conditions at the unit inlet and exhaust within the ambient temperature range of minus 65°F to plus 125°F when provided with fuel at the conditions stated in 3.5.1 and with d-c electrical power equivalent to that of a fully charged 22-ampere-hour MS24497 nickel-cadmium battery, delivered to the starter terminals. This capability presumes that battery activation has occurred prior to start attempt under the lower ambient conditions of 3.5.13.1(b). The starter shall be capable of operating from an infinite 28-volt d-c bus.

Starter voltage is 28 Volts dc.

3.5.13.3 Automatic Starting - The starting system will be suitable for completely automatic starting from a remote location.

3.5.13.3.1 Starting Cycle - See MIL-P-8686.

3.5.13.4 Special Starting Fuel - See MIL-P-8686

3.5.13.5 Restart Time - The minimum allowable time between starting attempts shall be zero, provided that the starter motor duty cycle of 1 minute on and 4 minutes off is not exceeded.

3.5.14 Maximum Rotor Speed - The maximum allowable rotor speed at the point of actuation of the overspeed switch shall not exceed 58,000 rpm. The normal governed unit rotor speed shall be 52,870 rpm. The unit shall be capable of withstanding continuous operation at no load and 105 percent speed and 5 minutes at 110 percent of rated speed without mechanical or thermal damage, provided that the latter mode of operation occurs not more than 10 times during the overhaul life of the unit.

3.5.15 Section Protection - Protection for the two sections of the unit (compressor-turbine and accessory) shall be provided by a connecting shaft that is designed to fail at overloads well in excess of normal load requirements.

3.6 Drawing and Data - In addition to the drawings forming a part of this specification, AiResearch will furnish to the applicable government procuring agency, the data listed in the following sub-paragraphs if required by an applicable contract or purchase order. The following AiResearch drawings form a part of this specification:

380452	Engine Outline - Gas Turbine, Shaft Power
697493-1	System Diagram, Fuel and Air
696776	System Diagram, Oil
696775	Wiring Diagram

3.6.1 Detail Drawings - A complete set of detail drawings in accordance with MIL-D-70327, including assemblies and subassemblies.

3.6.2 Microfilm Drawings - A complete set of detail, assembly, and subassembly drawings on microfilm in accordance with MIL-M-9868.

3.6.3 Photographs - Photographs showing front, rear, top, bottom, and both sides.

3.7 Design and Construction Changes

3.7.1 Material Substitutions - See MIL-P-8686.

3.7.2 Changes in Design - See MIL-P-8686.

3.7.2.1 Class 1 Changes - See MIL-P-8686.

3.7.2.2 Class 2 Changes - See MIL-P-8686.

3.7.2.3 Approval of Changes - See MIL-P-8686.

3.7.3 Service Bulletin - Not applicable.

3.7.4 Parts List - See MIL-P-8686.

3.8 Interchangeability - See MIL-P-8686.

3.9 Installation - To facilitate installation and removal of the unit, service connections such as fuel lines, electrical lead(s), and other connections shall be in a readily accessible location. Compressor inlet, turbine exhaust, oil fill, and all drain and mounting provisions shall be located as shown on the outline drawing and, if practicable, shall be permanently marked or identified. Similar installation connections for different fluids located in close proximity shall be made physically noninterchangeable. AiResearch requests the opportunity to approve the installation design.

3.10 Accessibility - See MIL-P-8686

3.11 Disassembly with Tools - See MIL-P-8686.

3.12 Environmental Conditions - The unit shall not suffer any detrimental effects when inoperative and exposed to the temperature range of minus 80°F to plus 160°F.* The unit shall operate during and after exposure to any combination of fungus, sunshine, rain, snow, sleet, hail, ice-fog, mildew, salt spray, ice, smoke, wind, sand, and dust.

3.13 Electrical Components

3.13.1 Explosion-Proof - See MIL-P-8686.

3.13.2 Electrical Interference - Except for operation during the starting cycle, electrical components shall not cause electrical interference beyond the limits specified in MIL-I-6181.

3.13.3 Voltage Range - See MIL-P-8686.

3.13.4 Electrical Power - Electrical power required for operation shall be provided by the customer-furnished source specified in 3.5.13.2. The estimated electrical power requirements of the unit for starting and operating are specified in Table II.

*Storage temperature must be within the limits called out in paragraph 7 of ANA Bulletin 438.

TABLE II

ESTIMATED ELECTRICAL POWER REQUIREMENTS

Component	Amperes	Approximate Rotor Speed (Percent of Governed Speed)
Ignition System	4.60	ON at start initiation OFF at * percent.
Fuel-control solenoid	1.50	ON at start initiation OFF at stop actuation or at 110 percent overspeed switch actuation.
Starter motor	See 3.5.13.2	ON at start initiation and OFF at * percent.
Fuel line heater	3.0	(Not Applicable)
Fuel-control torque motor	160 milli-amperes	(Not Applicable)

*The normal sea-level speed of the unit at which combustion becomes self-sustaining is approximately 55-60 percent of normal no-load governed speed. The ignition and starter cutoff means and ready-to-load light are not supplied with the unit.

3.13.5 Connectors and Cable - See MIL-P-8686.

3.13.5.1 Connector Types - The unit main electrical connector shall be as shown on Drawing 380452.

3.13.5.2 Wiring - Wire and cable except as specified in 3.26.1 shall meet the requirements of MIL-W-5086 as specified for Type II wire with a current-carrying capacity as specified in MIL-W-5088, except that battery cables shall be as specified herein.

3.13.5.2.1 Fastening of Wires - Wires shall be securely fastened to the terminals in such a manner that soldering for mechanical strength will not be necessary. All coils, leads, terminals, and other connections shall be so secured that they cannot become damaged, displaced, or loosened by vibration. Open-tongue-type lugs, such as spade lugs, shall not be used.

3.13.5.2.2 Contact with Parts - Current-carrying wires shall be secured to prevent rubbing contact with stationary or moving parts. Wire and wire bundles shall be so secured and routed that they will not contact hot parts.

3.14 Dry Weight - Refer to the outline drawing.

3.14.1 Weights of Additional Equipment - Refer to the outline drawing.

3.15 Overall Dimensions - The overall dimensions of the complete unit and allowance for expansion shall be as shown on the outline drawing.

3.16 Mounting Provisions - The number, type, and location of unit mounting provisions shall be as shown on the outline drawing.

3.17 Shock and Vibration - The unit, when installed in the application as approved by AiResearch, shall be capable of withstanding the shock and vibration environment as encountered in military or commercial transportation.

3.17.1 Simulated Flight Maneuver Loads - Not applicable.

3.17.2 Ditching Loads - Not applicable.

3.17.3 Gyroscopic Moments - Not applicable.

3.17.4 Demonstration of Loads - See MIL-P-8686.

3.17.5 Identification of Forces - Not applicable.

3.18 Polar Moment of Inertia of Compressor-Turbine System - The polar moment of inertia of the complete rotor about the rotor axis has been calculated to be 0.029 lb-in.-sec^2, not including gearing, and without any externally driven accessories attached.

3.18.1 Speed - The maximum unit rotor speed is specified in 3.5.14.

3.19 Output Drives - The unit output drive pad shall conform to the applicable requirements of Air Force-Navy Aeronautical Design Standard AND20002 for Type XII-A (modified per outline drawing) Generator Drives, specified thereon, except that the tolerance on the 8,000-rpm output speed shall be as specified in 3.5.11 herein.

3.19.1 Adapter Gearbox - Not applicable.

3.19.2 Generator Cooling Air - Not applicable.

3.20 Compressed-Air Product

3.20.1 Compressor Bleed - Not applicable.

3.20.2 Mixed Bleed - Not applicable.

3.20.3 Bleed-Air Connection - Not applicable.

3.21 Limiting Zone Temperature - All units components shall be capable of continuous operation when surrounded by air at an ambient temperature of 200°F. With the exception of the turbine exhaust flange, external unit surface temperatures shall not exceed 450°F under any environmental operating condition specified herein.

3.21.1 Cooling after Shutdown - See MIL-P-8686.

3.21.2 Fire-Detecting and -Extinguising System - Not applicable

3.22 Air Intake - The air intake shall be as shown on the outline drawing.

3.22.1 Air-Intake Screen - The compressor air intake shall be provided with a screen at the air inlet to prevent the entrance of foreign objects of dimensions equal to or greater than a 0.250-inch-diameter sphere.

3.22.2 Duct Attachment - Not applicable

3.22.3 Inlet-Air Pressure Drop - Performance stipulated in paragraph 3.5.4 of this specification is based on the unit inlet and discharge pressure conditions stated therein. The effect of inlet-air pressure drop on the 100-percent continuous load lines shown on Curve B10495 can be determined from Curve B10627.

3.23 Exhaust System

3.23.1 Turbine Exhaust - The unit turbine discharge flange shall be capable of withstanding the following maximum permissible forces. These forces shall represent the total result of any combination of air loads, thermal loads, and loads resulting from the accelerations specified in 3.17.

(a)	Shear force	50 lbs
(b)	Axial force	50 lbs
(c)	Overhung moment	100 lb-in.

3.23.1.1 Turbine-Exhaust Pressure Drop - Performance stipulated in paragraph 3.5.4 of this specification is based on the unit inlet and discharge pressure conditions stated therein. The effect of turbine-exhaust back pressure on the 100-percent continuous-load lines shown on Curve B10495 can be determined from Curve B10627.

3.23.2 Cooling-Air Discharge - Not applicable.

3.23.2.1 Oil-Cooler Discharge Air Pressure Drop - Not applicable.

3.24 Lubricating System - MIL-P-8686.

3.24.1 Lubrication Points - All points in the unit requiring lubrication shall be lubricated from one lubrication system. No lubrication shall be so made that the generator set cannot be over-filled with the unit within 15 degrees of level in any direction.

3.24.2 Oil Interruption - See MIL-P-8686.

3.24.3 Oil Drainage - See MIL-P-8686.

3.24.4 Oil Filter - A full-flow oil filter of sufficient capacity to permit operation of the engine for 200 hours without an oil change shall be furnished. The filter shall incorporate a reusable AN-type element and shall be provided in an accessible location so that it can be conveniently removed for routine servicing.

3.24.5 Scavenging System - Not applicable.

3.24.6 Oil Pressure

3.24.6.1 Oil-Pressure Pump - The operating oil pressure at normal governed speed at any operating conditions specified herein, when the lubricant specified is used, shall be 35 ±5 psig.

3.24.6.2 Oil-Pressure Measurements - Provision shall be made for the installation of an oil-pressure sensing line as shown on the outline drawing. The sensing lines and indicating instrument shall be customer-furnished.

3.24.6.3 Pressure Adjustment - MIL-P-8686.

3.24.6.4 Pump Relief Valve - MIL-P-8686.

3.24.6.5 Oil Bypass - MIL-P-8686.

3.24.6.6 Oil Lines - Where feasible, all oil passages shall be located within the gas turbine. If external lines are used, they shall conform to MS28741, fire-resistant hose, or shall be of stainless-steel tubing with the oil lines so located that leakage, breakage, or disconnected lines will not cause oil to be spilled on any electrical components.

3.24.7 Oil Drain - A single drain port, capable of draining the lubrication system when the unit is in a horizontal position or inclined not more than 5 degrees from the normal horizontal position, shall be provided at the lowest point in the oil reservoir. The port shall be threaded for the connection of a customer-furnished drain line, as shown on the outline drawing.

3.24.7.1 Refer to 3.24.7 herein.

3.24.8 Oil Reservoir - The oil reservoir shall be integral with the unit. The unit shall function in accordance with the applicable requirements of this specification under any of the attitude conditions specified in 3.5.8 when the reservoir contains 20 percent of its usable quantity as defined in 3.24.8.2. External fins on the reservoir shall provide for oil cooling.

3.24.8.1 Cleaning - MIL-P-8686.

3.24.8.2 Capacity - The oil reservoir capacity shall provide for the following:

(a) A quantity of usable oil not less than 1 quart.

(b) A minimum expansion space, between the maximum level to which the reservoir can be filled and the total volume, of at least 15 percent of the oil reservoir capacity.

3.24.8.3 Filler Cap - The filler cap shall be a threaded type requiring a standard wrench for removal.

3.24.8.4 Oil Tank Filler Opening - MIL-P-8686.

3.24.8.5 Sump - Not applicable. Refer to 3.24.7 herein.

3.24.8.6 Vents - The oil reservoir shall incorporate a suitable atmospheric vent.

3.24.8.7 Oil Level Gauge - A dipstick, integral with the oil filler cap, shall be provided for determining the oil level when the unit is mounted in a normal horizontal position.

3.24.9 Oil Cooler - Refer to 3.24.8 herein.

3.24.9.1 Type - Refer to 3.24.8 herein.

3.24.9.2 Design Conditions - Not applicable.

3.24.10 Breather - MIL-P-8686.

3.25 Fuel System

3.25.1 Performance - The unit shall operate with the fuels specified in 3.5.1 used under the pressure and temperature conditions specified therein. If a fuel boost pump or pressure regulator is required to meet the specified inlet pressure range, such equipment shall be part of the installation in which the unit is used.

3.25.2 Valves - See MIL-P-8686.

3.25.3 Pressure Protection - See MIL-P-8686.

3.25.4 Fuel-Pressure Connection - A fuel-pressure-sensing connection shall be furnished, as shown on the outline drawing.

3.25.5 Filtering Provisions - A removable fuel-filter element shall be provided as an integral part of the fuel pump of the unit. See 3.5.2 for filter cleaning intervals.

3.25.6 Fuel Drains - See MIL-P-8686.

3.25.7 Lines and Fittings - See MIL-P-8686.

3.25.8 Fuel Resistance - See MIL-P-8686.

3.25.9 Acceleration Limiter - A means for controlling fuel rate to allow proper starting, acceleration, and transient loading shall be incorporated in the fuel-control system. Surge shall not occur under any steady-state or transient operating condition of the engine.

3.26 Ignition System - The ignition system shall consist of a single ignition coil and a single igniter capable of providing ignition for the unit during starting and restarting during all operating conditions specified herein. Ignition shall be required only during starting cycles and only until self-sustaining combustion commences. The ignition system shall meet the foregoing requirements when the voltage supply to the unit, at the external electrical supply connection point shown on the outline drawing, is in the range of 14 to 30 volts, dc. The customer shall furnish a device to cutout the ignition system no later than 95 percent of normal no-load governed speed.

3.26.1 High-Tension Ignition Cable - A high-tension ignition cable shall be provided separately from the unit; and this cable shall meet, as a minimum, the requirements of MIL-C-3702.

3.26.2 Lead Assembly - MIL-P-8686, except substitute "SAE-type connectors" for "AN-type connectors".

3.26.3 Ignition and Electrical System Connections - Connections between the unit ignition and electrical system and the customer-furnished electrical power source are as shown on the outline drawing and wiring diagram.

3.27 Control System - The unit control system shall be designed for completely automatic control of the unit during starting and at all operating conditions specified herein when used in conjunction with a customer furnished sequencing device. In addition, the unit includes provisions for remote fine speed trim. The control system shall be as shown on the fluid flow system drawings (fuel and air, and oil) and the wiring diagram. Paragraph 3.5.11 herein defines the speed-control characteristics under steady-state and transient conditions from no load to full load.

3.27.1 Primary Controls - The unit primary controls shall be designed for completely automatic control of the unit when used in conjunction with a customer furnished sequencing device, including remote automatic starting and fine speed trim, when manually initiated, by controlling such variables as are necessary to insure satisfactory operation of the unit. Means for reduced-speed idle control shall not be provided.

3.27.1.1 Starting Components - Refer to 3.5.13.1 and 3.5.13.3 herein.

3.27.2 Emergency Controls - The unit control system shall incorporate emergency controls to prevent failure of the unit in the event that malfunction of the system occurs. The following emergency control shall be provided.

3.27.2.1 Overtemperature Control - Overtemperature control shall be accomplished by means of a thermostat located in the turbine discharge. The thermostat shall be set to a predetermined value established as a safe operating limit. Actuation of the thermostat by an overtemperature condition shall reduce fuel to the combustor.

3.27.2.2 Fuel Supply Failure - The unit shall not incorporate a fuel-system-failure safety feature other than that unit shutdown shall occur as a result of fuel-supply failure.

3.27.2.3 Electrical Failure - Electrical power failure will result in shutdown of the unit.

3.27.2.4 Overspeed Switch - The unit shall be provided with a centrifugal flyweight-actuated overspeed switch which shall operate to shut down the unit by closing the fuel solenoid valve at a turbine speed not in excess of 110 percent of normal rated speed. The overspeed switch shall reset automatically.

3.27.3 Control Adjustments - Refer to 3.5.11.

3.27.3.1 Bleed-Air Operational Controls - Not applicable.

3.28 Accessory Drives - Not applicable.

3.29 Counting Devices - The unit is supplied with a totalizing type hourmeter having a range of 0 to 9,999 hours. In addition, a tachometer generator is also supplied and the output signal of the tachometer generator is per MIL-G-26611.

tachometer generator output signal = MIL-G-26611

3.30 Cover Plates - MIL-P-8686.

3.31 Screw Threads

3.31.1 Straight Screw Threads - All conventional straight screw threads shall conform to the requirements of Specification MIL-S-7742. When practicable, screw threads smaller than 1/4-20 shall not be used for attachment of any external unit accessory.

3.31.2 Tapered Pipe Threads - MIL-P-8686.

3.31.3 Coating Threaded Parts - See MIL-P-8686.

3.31.4 Inserts - See MIL-P-8686.

3.31.5 Securing Threaded Parts - Threaded parts, other than plumbing connections, shall be positively locked.

3.32 Identification of Product

3.32.1 Data Plates - See MIL-P-8686.

3.32.1.1 Gas Turbine Power Unit Data Plate - A data plate shall be attached to the unit and shall include as a minimum the following information:

POWER UNIT; AIRCRAFT AUXILIARY, GAS TURBINE TYPE IV
Model No. GTP30-67
Part 380452-1
AiResearch Specification SC-5665
AiResearch Serial No.
Contract or Order No.
AiResearch Manufacturing Company of Arizona

3.33 Protective Treatments, Coatings, and Paint Finishes - Same as MIL-P-8686.

3.33.1 Protective Treatment and Coatings

3.33.1.1 Steel Parts - See MIL-P-8686.

3.33.1.2 Aluminum Parts - See MIL-P-8686.

3.33.1.3 Magnesium Parts - See MIL-P-8686.

3.33.1.4 Fungus Proof - Materials that are nutrients for fungi shall not be used where it is practical to avoid them. Where used and not hermetically sealed, they shall be treated with a fungicidal agent. However, if they will be used in a hermetically sealed enclosure, fungicidal treatment will not be necessary.

3.33.2 Paint Finishes - See MIL-P-8686.

3.33.2.1 Primer Coat - The primer coat shall conform to Sherwin-Williams high-temperature epoxy-base Cati-Coat primer, E42GP15 and V66KP15 catalyst reducer. The primer coat shall be applied as soon as practicable after prior surface treatment or coatings. The primer coat shall be thoroughly dried prior to application of the finish coat, in order to prevent any consolidation of the primer or finish coats. When the primer coat is soiled or damaged by intervening operations between priming and finish coats, it shall be thoroughly cleaned and another light coat of primer added before the finish coat is applied. Where the above finishes are not suitable for the intended application, appropriate protective coatings and treatment may be applied.

3.33.2.2 Finish Coat - The finish coat shall conform to Sherwin-Williams high-temperature epoxy-base Cati-Coat gloss, black F55BP7 and V66KP17, for bake cure. Where the above finishes are not suitable for the intended application, appropriate protective coatings and treatment may be applied.

3.34 Workmanship - See MIL-P-8686.

3.35 Additional Requirements

3.35.1 Safetying - Loosening of threaded parts and similar mechanical connections shall be prevented by safety-wiring and other approved methods to comply with the requirements of MS33540. Locking means such as staking, tab washers, elastic stop-nuts, and similar means shall be avoided whenever practicable.

3.35.2 Overhaul Time - The unit shall be designed to operate for at least 1,500 hours between overhauls.

4. QUALITY-ASSURANCE PROVISIONS

4.1 Classification of Tests - MIL-P-8686.

4.1.1 Preproduction and Acceptance Tests

4.1.1.1 Preproduction Tests - Refer to Appendix I of this specification.

4.1.1.2 Production Acceptance Tests - Each production unit shall be subjected to an acceptance test in accordance with Appendix II of this specification. All parts of this test shall be conducted at prevailing laboratory ambient conditions.

4.2 General - MIL-P-8686.

4.3 Test and Methods

4.3.1 Material Tests - MIL-P-8686.

4.3.2 Magnetic Inspection - MIL-P-8686.

4.3.3 Fluorescent-Penetrant Inspection - MIL-P-8686.

4.3.3.1 Hydrostatic Testing - MIL-P-8686.

4.3.4 Excepted Parts

4.3.4.1 Commercial and AN Standard Parts - MIL-P-8686.

4.3.4.2 Antifriction Bearings - MIL-P-8686.

4.3.4.3 Additional Parts - MIL-P-8686.

4.3.5 Radiographic or Ultrasonic Inspection - MIL-P-8686.

4.3.5.1 Radiographic Inspection - MIL-P-8686.

4.3.6 Control Tests - See MIL-P-8686.

5. PREPARATION FOR DELIVERY

5.1 Application - Delete

5.2 Preservation, Packaging, and Packing

5.2.1 Preservation - As required by MIL-P-8686, the unit, its components, and accessories shall be preserved as specified in MIL-E-5607, with the exception that the compressor inlet shall not be sprayed with oil of any kind. Operation of the unit when using MIL-L-7808 oil during acceptance tests may be considered as fulfilling the above preservation requirements.

5.2.2 Shipping Container - Unless otherwise requested by an applicable purchase order or contract, the unit shall be shipped in a wooden container constructed in accordance with best commercial practices.

5.2.3 Packing List - MIL-P-8686.

5.3 Marking of Shipments - MIL-P-8686.

6. NOTES

6.1 Intended Use - The units covered by this specification are intended to be used as a source of mechanical power for ground-operated generator sets in general accordance with MIL-G-38259.

6.2 Ordering Data - MIL-P-8686.

6.2.1 Additional Ordering Data - The following items of optional equipment should be specified when either one of these is desired.

(a) Real-Load Controller, AiResearch Part 305126-1-1

(b) Isochronous Speed and Load Controller, AiResearch Part 305132-1-1

6.3 Preproduction Tests - Refer to 3.4.1 and 4.1.1.1.

6.4 Definitions

6.4.1 Government - MIL-P-8686.

6.4.2 Standard Conditions - Standard conditions are the values of air temperature and pressure given in NACA Report 1235. The standard humidity, for the purpose of this specification, is zero vapor pressure at all altitudes.

6.4.3 Satisfactory - Whenever the words "satisfactory" or "satisfactorily" appear in this specification, they shall describe an operation meeting the applicable requirements or within the applicable limitations of this specification.

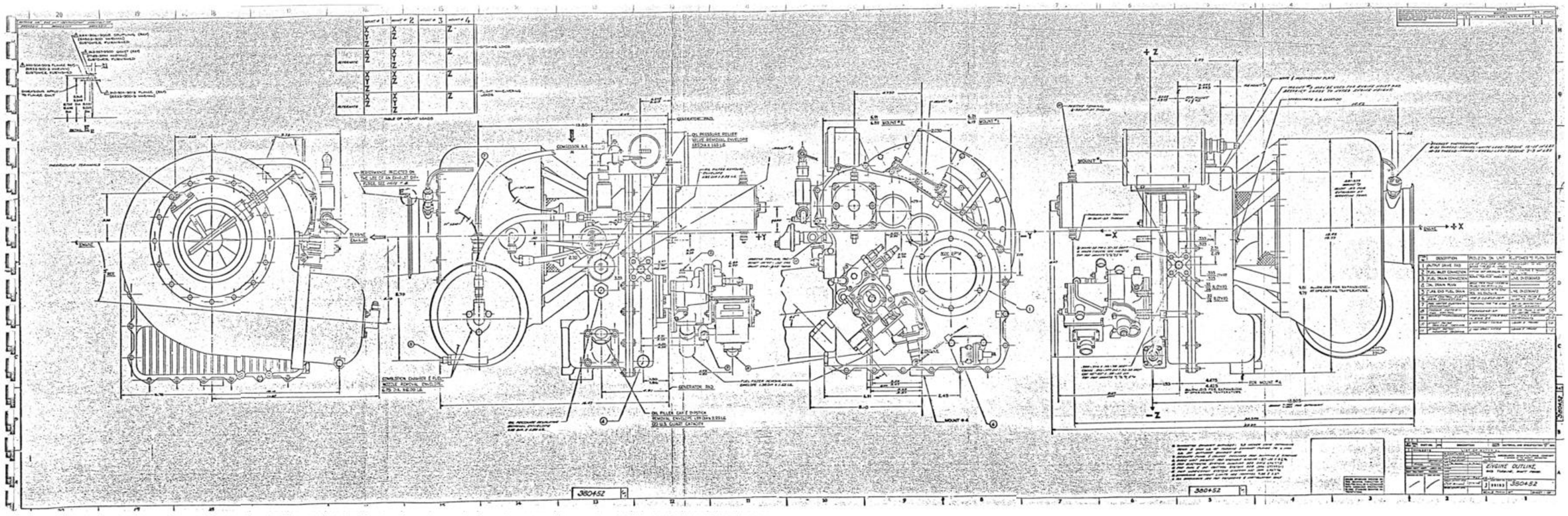
TABLE OF MOUNT LOADS
EXHAUST OUTLET
GENERATOR END
OIL PRESSURE RELIEF VALVE REMOVAL ENVELOPE
OIL FILLER CAP REMOVAL ENVELOPE
FUEL FILTER REMOVAL ENVELOPE
+Z
-Z
+X
-X
+Y
-Y
MOUNT #1
MOUNT #2
MOUNT #3
MOUNT #4
ENGINE OUTLINE
380452

DWG. NUMBER
697493-1

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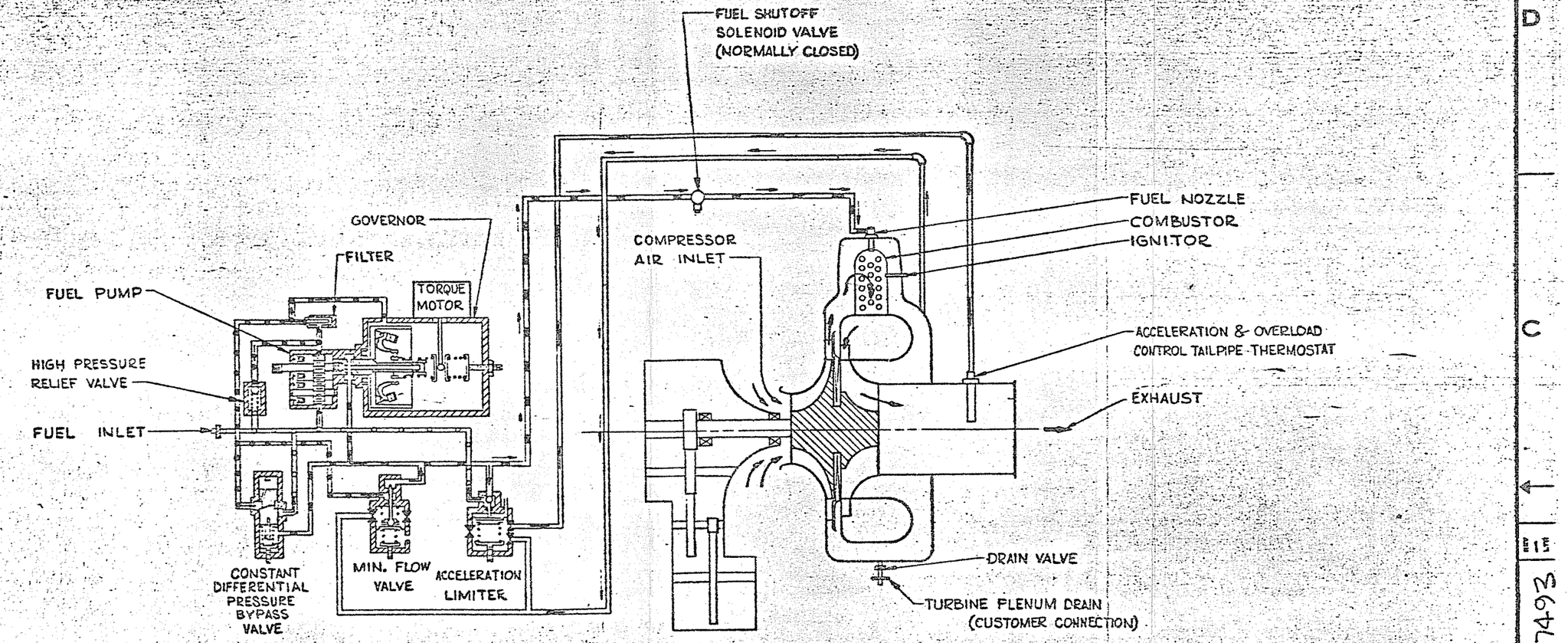
REVISIONS				
ZONE	LTR	DESCRIPTION	DATE	APPROVED



LEGEND
- PUMP PRESSURE FUEL LINE
- LOW PRESSURE FUEL LINE
- FUEL NOZZLE PRESSURE FUEL LINE
- CONTROL AIR LINE
- CUSTOMER CONNECTION POINT
- ORIFICE

See tab block (upper left corner) for PART NUMBER

QTY REQD	ITEM NO.	PART NO.	SYM	DESCRIPTION	CODE IDENT	MATERIAL AND SPECIFICATION	ZONE
		←ASSYS				LIST OF MATERIAL	

			SIGNATURES	DATES
			DFT	10-29-65
			CHK	10-30-65
		570542-1	MFG	11-1-65
		GTP30-67	MATL	
REQD	NEXT ASSY	USED ON	STRESS	
HEAT TREATMENT		PROCESS	AERO	
HARDNESS AND SPEC		NAME AND SPEC	APPD	
			APPD	
			DESIGN ACTIVITY APPD	
			OTHER ACTIVITY APPD	

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AIRESEARCH MANUFACTURING COMPANY
A DIVISION OF THE GARRETT CORPORATION
PHOENIX, ARIZONA

DWG TITLE
FLUID FLOW SYSTEM, FUEL & AIR GAS TURBINE

SIZE	CODE IDENT NO.	DWG NO.
C	99193	697493

SCALE NONE | WT — | SHEET 1 OF 1

REV LTR | DWG NO. 697493

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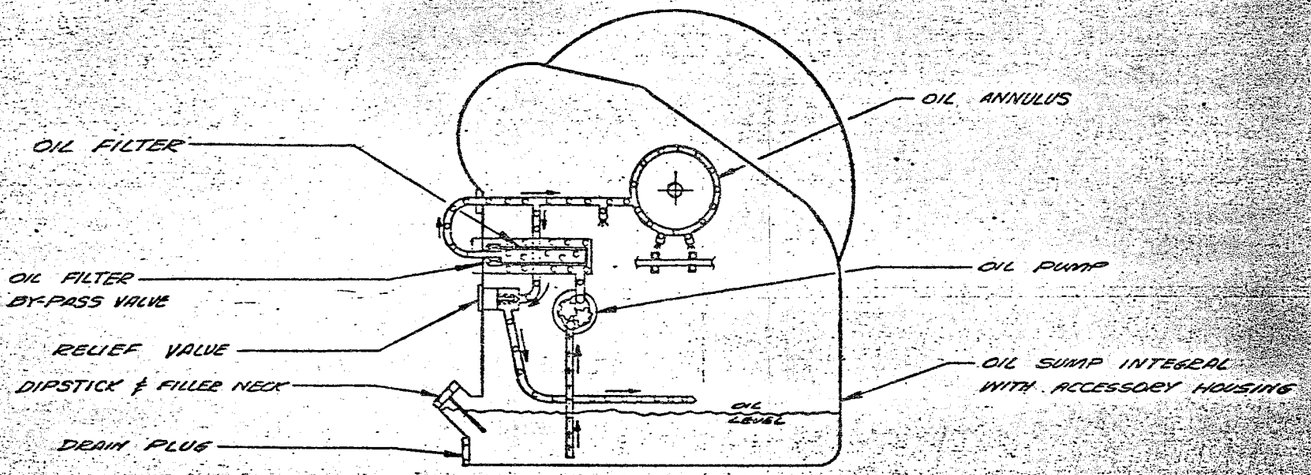
REVISIONS				
ZONE	LTR	DESCRIPTION	DATE	APPROVED



LEGEND

- OIL PRESSURE
- OIL SUCTION
- FLOW DIRECTION

UNLESS OTHERWISE SPECIFIED ON THIS DRAWING, FABRICATION OF THIS ITEM SHALL BE IN ACCORDANCE WITH AIRESEARCH SPECIFICATION SC-5535, STANDARD DRAWING INTERPRETATIONS.

QTY REQD	ITEM NO.	PART NO.	SYM	DESCRIPTION	CODE IDENT	MATERIAL AND SPECIFICATION	ZONE
	← ASSYS					LIST OF MATERIAL	

REQD	NEXT ASSY	USED ON
		4TE*0-67
		350452-1

HEAT TREATMENT	PROCESS
HARDNESS AND SPEC	NAME AND SPEC
—	—

SIGNATURES	DATES
DFT	5-4-65
CHK	5-4-65
MFG	5-14-65
MATL	
STRESS	
AERO	
APPD	
APPD	5-12-65
DESIGN ACTIVITY APPD	5-11-65
OTHER ACTIVITY APPD	

AIRESEARCH MANUFACTURING COMPANY
A DIVISION OF THE GARRETT CORPORATION
PHOENIX, ARIZONA

DWG TITLE
SYSTEM DIAGRAM, LUBRICATION

SIZE	CODE IDENT NO.	DWG NO.
C	99193	696776

SCALE NONE | WT | SHEET 1 OF 1

REV LTR | 696776 DWG NO.

FORM 5542A — POLYTEX 100-3 —SIND

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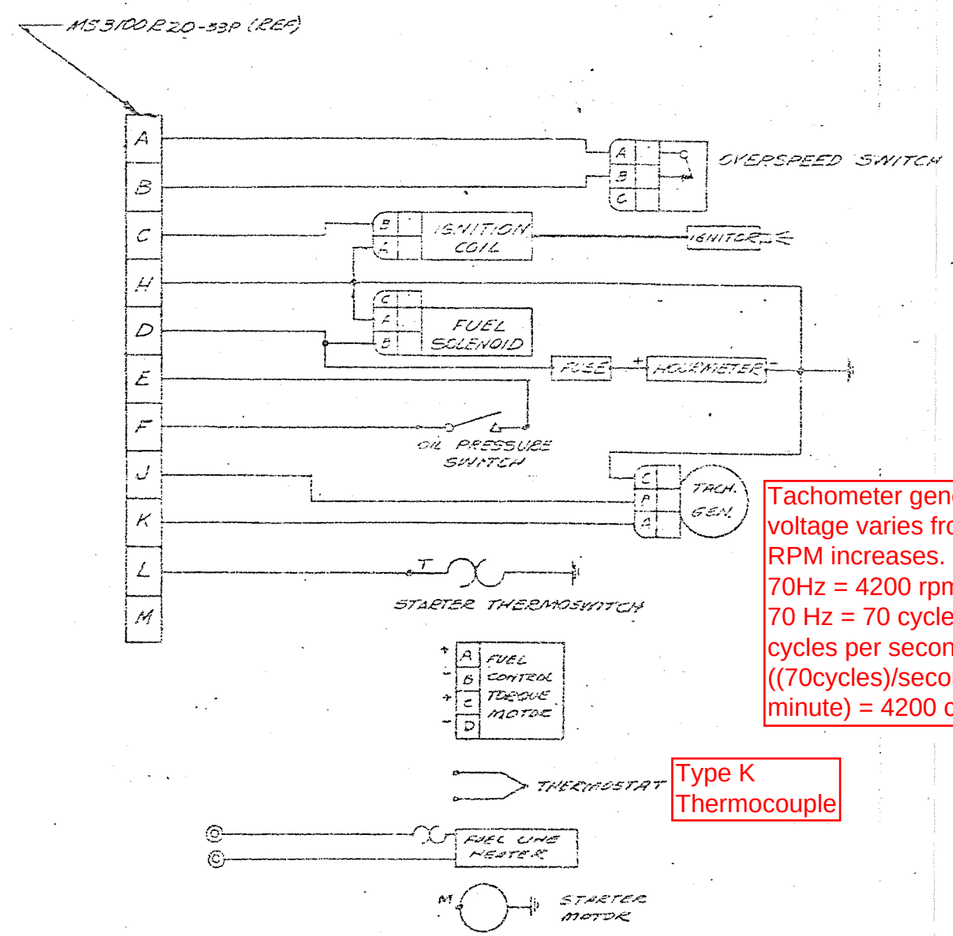
REVISIONS				
ZONE	LTR	DESCRIPTION	DATE	APPROVED



Tachometer generator output: voltage varies from 1-21 volts as the RPM increases. 0Hz = 0rpm and 70Hz = 4200 rpm.
70 Hz = 70 cycles per second = 4200 cycles per second.
((70cycles)/second) * (60 seconds/ minute) = 4200 cycles/ minute

Type K Thermocouple

QTY REQD	ITEM NO.	PART NO.	SYM	DESCRIPTION	CAGE IDENT	MATERIAL AND SPECIFICATION	ZONE
		← ASSYS		LIST OF MATERIAL			

REQD	NEXT ASSY	USED ON
		2500A22-1

HEAT TREATMENT	PROCESS
HARDNESS AND SPEC	NAME AND SPEC

SIGNATURES	DATES
DFT	
CHK	
APVD	
MATL	
STRESS	
AERO	
APVD	
DESIGN ACTIVITY APVD	5-10-05
OTHER ACTIVITY APVD	

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A DIVISION OF THE GARRETT CORPORATION
PHOENIX, ARIZONA

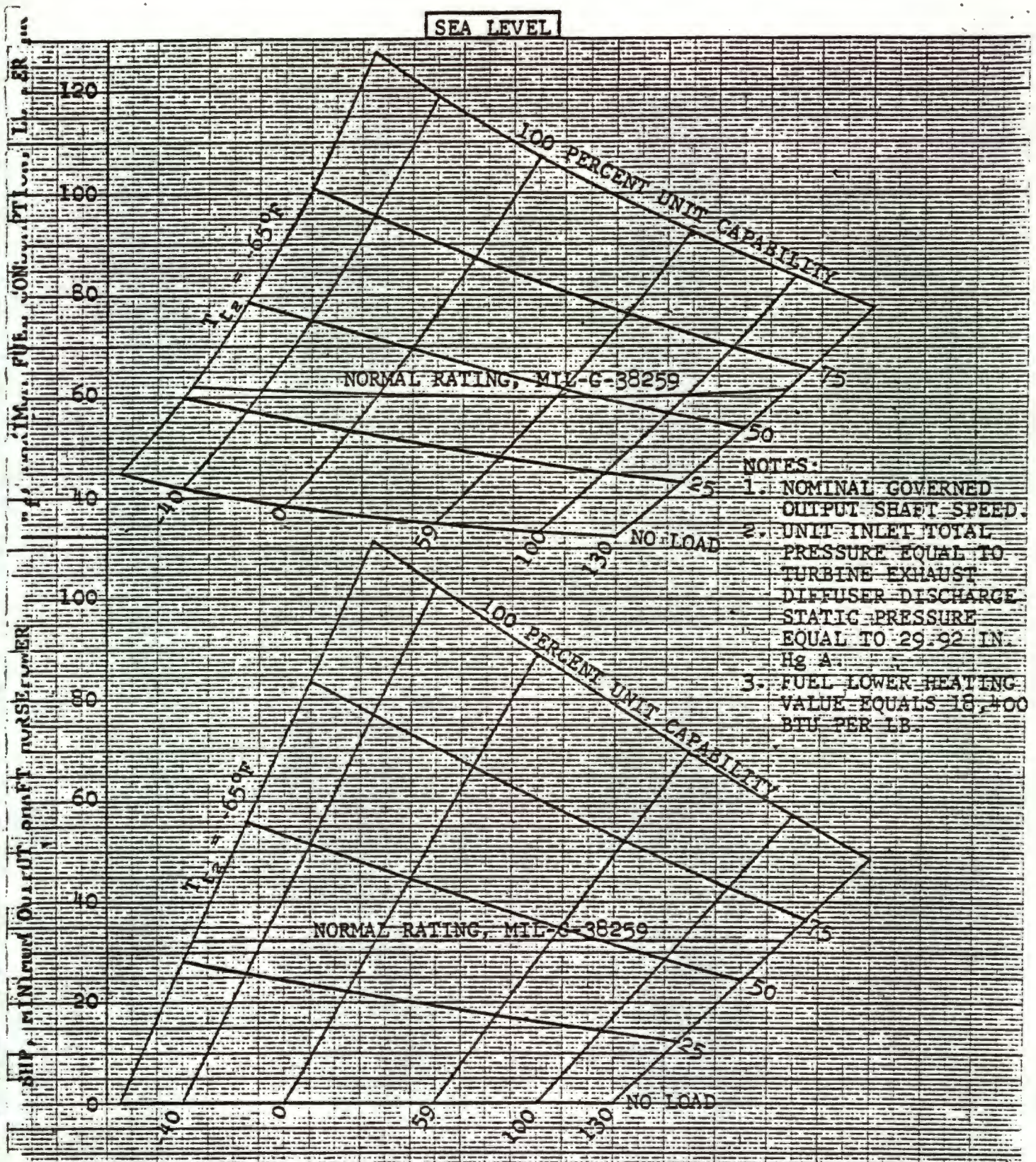
DWG TITLE
WIRING DIAGRAM (SCHEMATIC), GAS TURBINE ENGINE

SIZE	CAGE IDENT NO	DWG NO
C	99193	696775

SCALE | WT | SHEET 1 OF 1

3

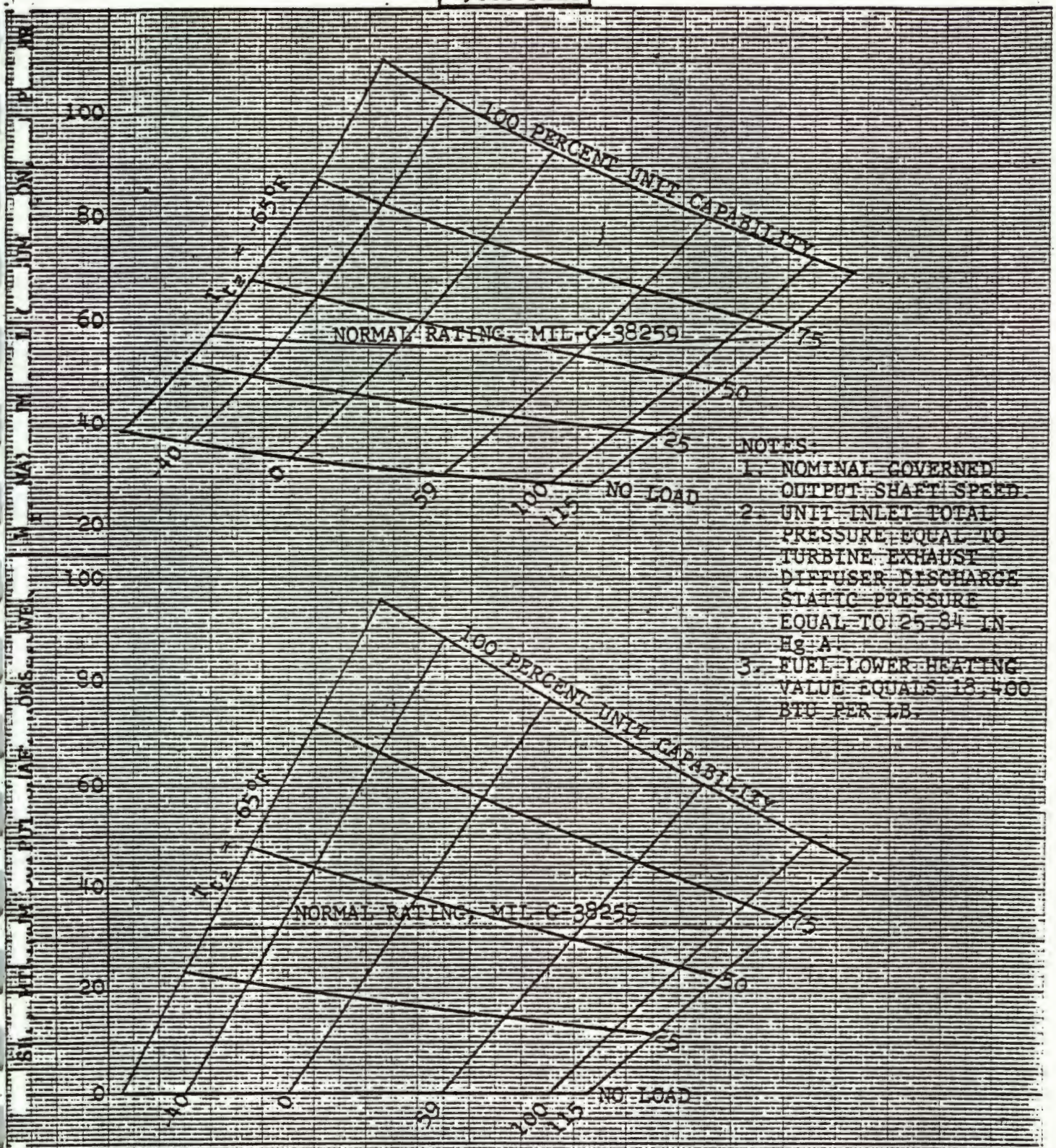
SEA LEVEL



CALCULATED BY	JWL	9-65	ESTIMATED PERFORMANCE
TRACED BY	JWL	9-65	GAS TURBINE POWER UNIT
CHECKED BY		10-65	MODEL GTP30-67
APPROVED BY			AIRESEARCH MANUFACTURING COMPANY
UNIT NO.			

B10495

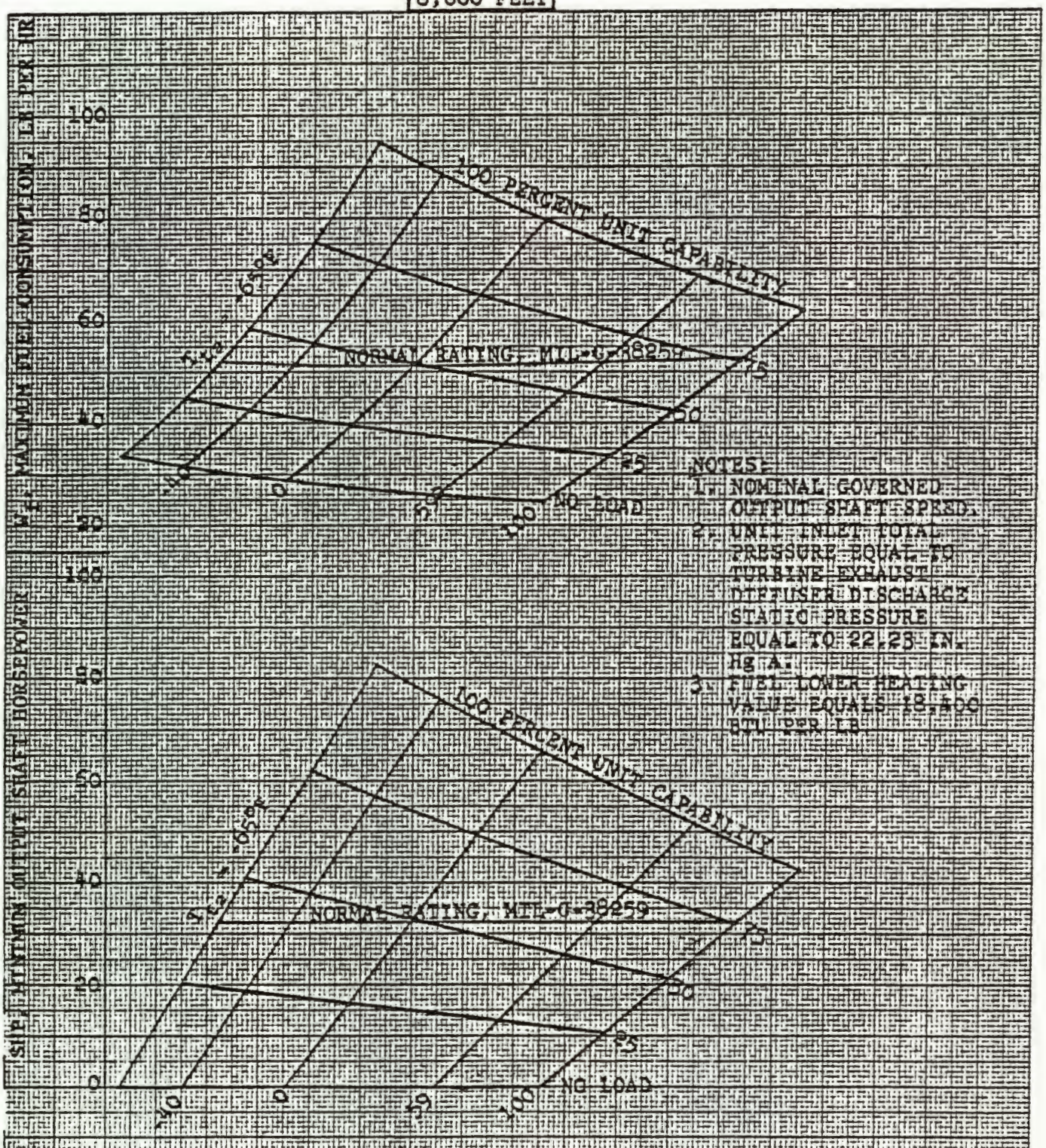
4,000 FEET



NOTES:
1. NOMINAL GOVERNED OUTPUT SHAFT SPEED.
2. UNIT INLET TOTAL PRESSURE EQUAL TO TURBINE EXHAUST DIFFUSER DISCHARGE STATIC PRESSURE EQUAL TO 25.84 IN. Hg A.
3. FUEL LOWER HEATING VALUE EQUALS 18,400 BTU PER LB.

CALCULATED BY	JWL	9-65	ESTIMATED PERFORMANCE	
TRACED BY	JWL	9-65	GAS TURBINE POWER UNIT	B10496
CHECKED BY		10-65	MODEL GTP30-67	
APPROVED BY		10-65		
UNIT NO.			AIRESEARCH MANUFACTURING COMPANY	

8,000 FEET



CALCULATED BY	JWL	9-65	ESTIMATED PERFORMANCE	
TRACED BY	JWL	9-65	GAS TURBINE POWER UNIT	B10497
CHECKED BY	JU	10-65	MODEL GTP30-67	
APPROVED BY		10-65		
UNIT NO.			AIRESEARCH MANUFACTURING COMPANY	

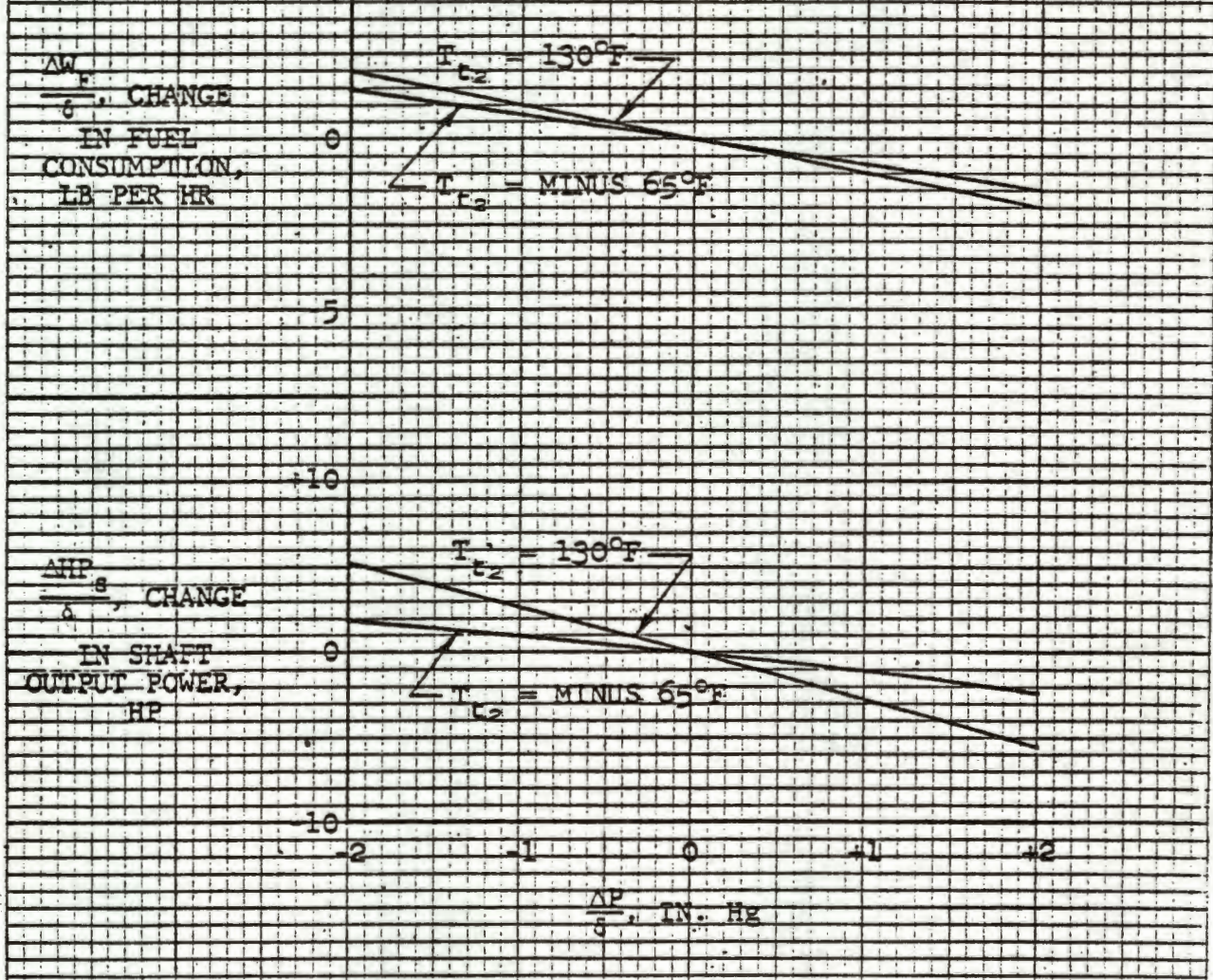
P-5106

SEA LEVEL

100 PERCENT CONTINUOUS LOAD = 32.3 SHP (20 KW)
INLET AND DISCHARGE PRESSURE DROP CURVE

NOTES:

1. NOMINAL GOVERNED OUTPUT SHAFT SPEED.
2. δ EQUALS UNIT INLET TOTAL PRESSURE, IN. Hg A DIVIDED BY 29.92.
3. ΔP EQUALS STATIC PRESSURE AT TURBINE EXHAUST DIFFUSER EXIT MINUS UNIT INLET TOTAL PRESSURE.
4. FUEL LOWER HEATING VALUE EQUALS 18,400 BTU PER LB.
5. T_{t_2} EQUALS UNIT INLET TOTAL TEMPERATURE, °F
6. TO OBTAIN 100-PERCENT CONTINUOUS LOAD PERFORMANCE OF UNIT WHEN UNIT INLET TOTAL PRESSURE DOES NOT EQUAL STATIC PRESSURE AT TURBINE EXHAUST DIFFUSER EXIT ADD CORRECTION VALUES, ΔHP_S AND ΔW_F FROM THIS CURVE TO APPROPRIATE VALUES OF HP_S AND W_F OBTAINED FROM THE 100 PERCENT CONTINUOUS LOAD LINES OF CURVE B10495.



CALCULATED BY	JWL	9-65	ESTIMATED PERFORMANCE GAS TURBINE POWER UNIT MODEL GTP30-67 B10627
TRACED BY	JWL	9-65	
CHECKED BY			
APPROVED BY	[illegible]	10-6-65	
UNIT NO.			AiResearch Manufacturing Company

P.5119

APPENDIX I

POWER UNITS; AIRCRAFT AUXILIARY GAS-TURBINE-TYPE, PREPRODUCTION TESTS FOR

The preproduction test of Appendix I of MIL-P-8686 do not apply . The Model GTP30-67 defined in the basic SC-5665 specification is considered to be qualified as a part of the MIL-G-38259, generator set application under previous military procurement. Preproduction testing of the basic unit is considered to be not required for future MIL-G-38259 military procurements.

APPENDIX II

POWER UNITS; AIRCRAFT AUXILIARY GAS-TURBINE-TYPE, ACCEPTANCE TEST FOR

APPENDIX II

POWER UNITS; AIRCRAFT AUXILIARY GAS-TURBINE TYPE, ACCEPTANCE TESTS FOR

20. QUALITY ASSURANCE PROVISIONS

20.1 General - See MIL-P-8686

20.2 Test Conditions

20.2.1 Test Apparatus

20.2.1.1 Unit Speed - See MIL-P-8686.

20.2.1.2 Fuel Flow - See MIL-P-8686.

20.2.1.3 Air Flow - Not applicable

20.2.1.4 Temperature and Pressure Measurements - See MIL-P-8686.

20.2.2 Fuel and Oil - The acceptance test shall be performed on fuel conforming to MIL-J-5624, Grade JP-4, and oil conforming to MIL-L-7808.

20.2.3 Accuracy of Data - All instruments and equipment shall be calibrated often enough to insure that reported data shall have a static accuracy within 2 percent of the value obtained at the maximum output, except that turbine speed measurement shall be accurate within 0.5 percent.

20.3 Preliminary Runs - The nature and extent of running prior to the acceptance tests shall be determined by AiResearch.

20.4 Acceptance Tests - The acceptance tests shall be conducted on each production unit and shall consist of tests specified under Schedule "B".

20.4.1 Schedule "A" - Not applicable

20.4.1.1 Initial Run - The initial run shall constitute the final or performance run and shall consist of the following loading condition at the minimum time periods indicated below:

Normal continuous rating	5 minutes

20.4.1.1.1 Initial (performance) Run Test Data - For each run at the loading specified for the performance test, intrumentation shall be provided, readings taken and the necessary calculations shall be made to obtain the performance output data converted to the unit inlet temperature and pressure conditions of Table I of the basic SC-5665 specification. The final data shall be recorded and shall consist of the following:

BAROMETRIC PRESSURE	IN. Hg A
AMBIENT TEMPERATURE	°F
FUEL PUMP INLET PRESSURE	PSIG
FUEL PUMP DISCHARGE PRESSURE	PSIG
OIL PUMP DISCHARGE PRESSURE	PSIG
UNIT INLET AIR TOTAL TEMP	°F
AVG TURBINE DISCH TOT TEMP	°F
OIL SUMP TEMP	°F

TURBINE WHEEL SPEED	RPM
FUEL CONSUMPTION	LB/HR
SHAFT OUTPUT	IN-LB (ACTUAL)
	HP (DYNO)
	HP (DYNO/δ)
UNIT VIBRATION	MILS
START TIME	SEC
GOVERNED SPEED	RPM
GOVERNOR SETTING	RPM, NO LOAD
	RPM, FULL LOAD

20.4.1.2 Additional Runs - Not applicable.

20.4.1.3 Inspection After Initial Runs - A visual inspection of the unit shall be made following the test run of 20.4.1.1 and prior to preparation for shipment.

20.4.1.4 Penalty Run - Not applicable.

20.4.1.5 Inspection After Penalty Run - Not applicable.

20.4.1.6 Final Run - Not applicable.

20.4.2 Overspeed Test - See MIL-P-8686, Except that "five" shall be "three".

20.4.3 Radio Interference Level - Not applicable.

20.4.4 Automatic Start Test - See MIL-P-8686.

20.5 Schedule "B" - See 20.4.1.1. In addition appropriate checks of the control system will be made should the optional equipment specified in 3.36 be ordered (see 6.2.1).

20.6 Stoppages - See MIL-P-8686.

20.7 Criteria for Acceptance - See MIL-P-8686.

20.7.1 Initial Run Performance - See MIL-P-8686.

20.7.2 Overspeed Test - See MIL-P-8686.

20.7.3 Radio Interference Tests - Not applicable.

20.7.4 Automatic Start Tests - See MIL-P-8686.

20.7.5 Exhaust Temperature - The maximum turbine exhaust temperature shall not exceed the value specified in 3.5.12.

20.8 Additional Tests - See MIL-P-8686.

20.9 Rejection and Retest

20.9.1 Retest - See MIL-P-8686.

20.9.2 Not applicable.

20.9.3 Maximum Hours of Running - See MIL-P-8686.

20.10 Acceptance Test Report - Complete data obtained during the acceptance testing specified herein shall be available in the files of AiResearch.

APPENDIX III

SPECIFICATION MIL-P-8686

MIL-P-8686 (ASG)
4 NOVEMBER 1955

Superseding
MIL-P-7846(Aer)
30 December 1951

MILITARY SPECIFICATION

POWER UNITS; AIRCRAFT AUXILIARY, GAS-TURBINE-TYPE, GENERAL SPECIFICATION FOR

This specification has been approved by the Department of the Air Force and by the Navy Bureau of Aeronautics.

1. SCOPE

1.1 Scope.- This specification covers the general requirements for gas-turbine-type aircraft auxiliary power units.

1.2 Classification.- Auxiliary power units shall be of the following types and model, as specified in the model specification (see 6.2):

Type I - Primarily used as a power takeoff unit (source of mechanical power).
Type II - Primarily used as a source of compressed air bled from the compressor.
Type III - Primarily used as a source of compressed air bled from the compressor and mixed with combustion products.
Type IV - Used as a combination power and compressed air source.
Model - The model designation will be established by the procuring activity.

2. APPLICABLE DOCUMENTS

2.1 The following specifications, standards, drawings, and publications, of the issue in effect on date of invitation for proposals, form a part of this specification to the extent specified herein:

SPECIFICATIONS

Federal

QQ-M-151	Metals; General Specification for Inspection of
QQ-P-416	Plating, Cadmium (Electrodeposited)

Military

MIL-A-8625	Anodic Coatings, for Aluminum and Aluminum Alloys
MIL-C-5544	Thread Compound; Anti-Seize, Graphite-Petrolatum
MIL-C-8554	Cable; Ignition, High-Tension, Aircraft Quality
MIL-C-9282	Container, Shipping, Metal, Reusable 5 Cu. Ft.-50 Cu. Ft. Volume
MIL-D-5028	Drawings and Data Lists: Preparation of Manufacturers' (for Production Aircraft, Guided Missiles, Engines, Accessories, and Other Auxiliary Equipment)

MIL-E-5557	Enamel; Heat-Resisting, Glyceryl-Phthalate, Black
MIL-E-5607	Engine, Gas Turbine, Preparation for Storage and Shipment of, Process for
MIL-F-5161	Fuel, Referee, Aircraft Turbine and Jet Engine
MIL-F-5572	Fuel, Aircraft Reciprocating Engine Grades 80, 91/96, 100/130, 115/145
MIL-F-5624	Fuel, Aircraft Turbine and Jet Engine Grades JP-3, JP-4, and JP-5
MIL-F-7024	Fluids, Calibrating, for Aircraft Fuel System Components
MIL-H-3136	Hydrocarbon-Fluid, Standard Test
MIL-I-6181	Interference Limits, Tests and Design Requirements, Aircraft Electrical and Electronic Equipment
MIL-I-6865	Inspection, Radiographic
MIL-I-6866	Inspection, Penetrant Method of
MIL-I-6868	Inspection Process, Magnetic Particle
MIL-M-3171	Magnesium Alloy; Process for Corrosion Protection of
MIL-O-6081	Oil, Lubricating, Jet Engine
MIL-P-6889	Primer; Zinc-Chromate, for Aircraft Use
MIL-S-7742	Screw Threads, Standard, Aeronautical
MIL-X-6141	X-Ray Laboratories, Procedure for the Certification of (for Inspection of Aircraft Components)
JAN-A-699	Anti-Seize Compound, White Lead Base, General Purpose (for Threaded Fittings)

STANDARDS

Military

MIL-STD-129	Marking for Shipment and Storage
MS28741	Hose Assembly, Detachable End Fitting, Medium Pressure

DRAWINGS

Air Force-Navy Aeronautical Standard Drawings

AND10060	Tubing End - Hose Connection, Standard Dimensions for
AND10398	Metals - Definition of Dissimilar
AND20006	Drive - Type XVI Engine Accessory

PUBLICATIONS

Air Force-Navy Aeronautical Bulletins

No. 182	Material Changes and Substitutions; Aircraft Engine Parts (Production Contracts)
No. 343	Specifications and Standards Applicable to Aircraft Engines and Propellers, Use of
No. 391	Changes; Engineering, to Aircraft Engines, Propellers, and Aeronautical Equipment in Production and Service
No. 410	Age-Controls Fuel System Synthetic Rubber Part

(Copies of specifications, standards, drawings, and publications, required by contractors in connection with specific procurement functions should be obtained from the procuring activity or as directed by the contracting officer.)

2.2 Other publications.- The following documents form a part of this specification. Unless otherwise indicated, the issue in effect on date of invitation for bids, shall apply.

National Advisory Committee for Aeronautics

NACA TN 3182	Manual of the ICAO Standard Atmosphere Calculations by the NACA

(Application for copies of the NACA publication should be addressed to the National Advisory Committee for Aeronautics, 1512 H St., N.W., Washington 25, D. C.)

American Society of Mechanical Engineers

ASME PTC 19.5; 4-1949 Power Test Codes

(Application for copies of the ASME publication should be addressed to the American Society of Mechanical Engineers, 29 West 39th St., New York 18, N. Y.)

Society of Automotive Engineers (Aeronautical Material Specifications)

AMS2640	Magnetic Particle Inspection
AMS2645	Fluorescent Penetrant Inspection

(Application for copies of AMS specifications should be addressed to the American Society of Automotive Engineers, 29 West 39th St., New York 18, N. Y.)

3. REQUIREMENTS

3.1 Materials.-

3.1.1 Critical materials.- The use of critical materials, as listed in the model specification, shall be held to a minimum. The estimated weight of each critical material required in the construction of the gas-turbine-type auxiliary power unit shall be specified in the model specification.

3.1.2 Dissimilar metals.- The use of dissimilar metals in contact, as defined on Drawing AND10398, shall be avoided wherever practicable.

3.1.3 Synthetic rubber parts.-

3.1.3.1 Marking.- All synthetic rubber parts, such as diaphragms, excepting "O" rings and parts with no suitable surface, shall have printed, stamped with ink, or otherwise noted on the part, the year and month of the curing date of the part.

3.1.3.2 Serviceability.- All synthetic rubber parts shall be readily replaceable with a minimum replacement of attaching parts.

3.1.3.3 Uniformity.- For components which include parts fabricated of synthetic material in contact with fuel, manufacturers shall control subsequent batches to provide for uniformity.

3.1.3.4 Age controls.- Age controls for synthetic rubber parts shall comply with the requirements of AMA Bulletin No. 410.

3.1.4 Materials, processes, and products.- Materials, processes, and products used in the manufacture of auxiliary power units shall be of high quality, suitable for the purpose, and shall conform to applicable specifications selected in accordance with AMA Bulletin No. 343. Where contractor's specifications are used for materials and

processes which affect performance or durability of the finished product, such specifications shall be subject to release by the procuring activity. The use of nongovernmental specifications shall not constitute waiver of Government inspection.

3.1.4.1 Standard parts.- Standard parts (MS, AN, or JAN) shall be used wherever they are suitable for the purpose, and shall be identified on the drawing by their part numbers. In the event there is no suitable corresponding standard part in effect on date of invitation for bids, commercial parts may be used provided they conform to all requirements of this specification.

3.2 Design standards.- MS and AMD Design Standards shall be used wherever applicable.

3.3 Model specification.- A model specification conforming to Appendix III of this specification shall be submitted by the contractor for approval. Unless otherwise specified by the procuring activity, a revision of the model specification and drawings forming a part thereof, shall be submitted to the procuring activity after approval of the unit.

3.4 Preproduction and acceptance.-

3.4.1 Preproduction.- The approval of any complete gas-turbine-type auxiliary power unit as a service type or model shall be predicated on the satisfactory completion of a Preproduction test in accordance with the requirements of Appendix I of this specification

3.4.2 Acceptance requirements.- An Acceptance test shall be conducted on each production unit and shall consist only of those requirements specified in Appendix II of this specification.

3.5 Performance characteristics.- The performance characteristics shall be as specified in the model specification. These performance characteristics shall be determined, using Specification MIL-F-5161 fuel and the type and grade of oil specified in the model specification. These performance characteristics shall be determined under the sole control of the automatic control system furnished on the unit.

3.5.1 The unit shall function satisfactorily throughout its operating range with fuel conforming to Specification MIL-F-5624, and shall also function satisfactorily throughout its operating range with fuel conforming to Specification MIL-F-5572. External control adjustments shall be allowed to meet this requirement. In particular, the operating limits specified in the engine model specification shall not be exceeded when fuel having any of the variations in characteristics permitted by Specification MIL-F-5624 is used.

3.5.2 Fuel contamination.- The unit shall function satisfactorily when using fuel contaminated to the extent of 80 grams of foreign matter per 1,000 gallons of fuel. Contaminant shall be considered to consist of not less than 68 percent SiO_2 and shall have a particle-size analysis as follows:

Particle size microns	Percent of total
0 to 5	39 ±2 by weight
5 to 10	18 ±3 by weight
10 to 20	16 ±3 by weight
20 to 40	18 ±3 by weight
Over 40	9 ±3 by weight
Through a 200-mesh screen	100 by weight

Demonstration of the foregoing requirement on the complete unit by the contractor shall not be required unless so specified in the model specification. If a filter is required, it shall be a part of the unit, and the filter element shall be of sufficient capacity to permit a minimum of 30 hours continuous operation at normal rated output without being cleaned.

3.5.3 Lubrication.- No change in lubricants shall be required for operation throughout the complete ground temperature range.

3.5.4 Ratings.- The performance ratings shall be as specified in the model specification. The specified ratings shall be predicated on the minus tolerance of the control system variation.

3.5.5 Estimates.-. The estimated performance shall be as specified in the model specification.

3.5.6 Oil consumption.- The oil consumption shall not exceed the amount specified in the model specification.

3.5.7 Altitude-temperature limits for starting and operating.- The unit starting and operating altitude and temperature limits shall be defined in the model specification.

3.5.8 Attitude conditions.- The unit shall function satisfactorily under any one of the following attitude conditions:

(a) Normal horisontal level position.

(b) 0 to 45 degrees positive displacement to either side with up to 10 degrees positive and negative displacement of the fore and aft axis.

(c) 0 to 45 degrees negative displacement of the fore and aft axis with up to 10 degrees inclination on either side.

(d) 0 to 45 degrees positive displacement of the fore and aft axis with up to 10 degrees inclination on either side.

(e) 10 seconds during negative "g" conditions.

3.5.9 Ambient temperature conditions.- The complete auxiliary power unit shall perform satisfactorily under sea level static conditions from no load to maximum output.

3.5.9.1 The unit shall suffer no detrimental effects, and shall start and operate successfully after being subjected to:

(a) A soaking period of 8 hours at an ambient temperature of 160°F when supplied with fuel at 135°F and inlet air at 130°F.

(b) A soaking period of 72 hours at an ambient temperature of -65°F when supplied with fuel at -65°F and air at -65°F.

3.5.10 Reduced-speed, idle operation.- Means or provisions for reduced-speed idle operation shall be as specified in the model specification. Operation under load at reduced speed is not required by this specification.

3.5.11 Stability.- Under steady-state conditions, within the operational range defined in the model specification, power output oscillation shall not exceed ±0.5 percent of the maximum power output available at a given loading condition, or when the primary use of the unit is to provide compressor bleed air, then, under steady-state conditions, within the operational range defined in the model specification, bleed output pressure oscillation shall not exceed ±0.5 percent of the bleed output absolute pressure at a given loading condition.

3.5.12 Gas temperature limits.- Gas temperature limits shall be automatically controlled to prevent the maximum allowable temperature from being exceeded under any condition of operation specified.

3.5.12.1 Measurement.- Provision shall be made for the measurement or determining of gas temperature. The location of the temperature probe or probes shall be specified by the contractor. Temperature sensing and indicating devices shall not be furnished with the unit.

3.5.13 Starting.- The turbine shall make consistent successful starts when used in conjunction with a starter which meets the starter requirements specified in the model specification. A successful start shall be defined as a complete start and acceleration from starter torque initiation to stabilized idle speed within the times specified in figure 1, curve A, without exceeding allowable limits when following the technique specified in the model specification. When so specified in the model specification a curve similar to figure 1 showing a different required curve such as curve B, shall apply in lieu of curve A, figure 1.

3.5.13.1 Starter.- Unless otherwise specified in the model specification, the unit shall be equipped with a direct-current electric starter capable of starting the unit in not more than 60 seconds at +60°F, and not more than 100 seconds at -65°F. Unless otherwise specified in the model specification, the starter shall be suitable for operation over a voltage range of 14 to 30 volts, dc. Starting with the driven equipment loaded is not required by this specification. The starting performance listed above shall be achieved at all static conditions specified herein from sea level to 6,000 feet.

3.5.13.2 Starting power.- The starting power shall be specified in the model specification.

3.5.13.3 Automatic starting.- The starting system shall be suitable for complete automatic starting from a remote location. Components required for automatic starting and not furnished with the unit shall be specified on the contractor's specification control drawings.

3.5.13.3.1 Starting cycle.- The automatic starting cycle shall be so arranged that the unit will be purged of residual fuel mixture and the ignitor will operate a sufficient time prior to introduction of fuel, to preclude an explosion.

3.5.13.4 Special starting fuel.- Unless specifically approved by the procuring activity, special fuel for starting at low temperatures shall not be used.

3.5.13.5 Restart time.- The minimum allowable time between starting attempts as determined by the gas-turbine auxiliary power unit limitations shall be as specified in the model specification.

3.5.14 Maximum rotor speed.- The maximum permissible rotor speed of the auxiliary power unit shall be as specified in the model specification.

3.5.15 Section protection.- The design shall be such that failure of a major section will not result in damage to either of the other sections.

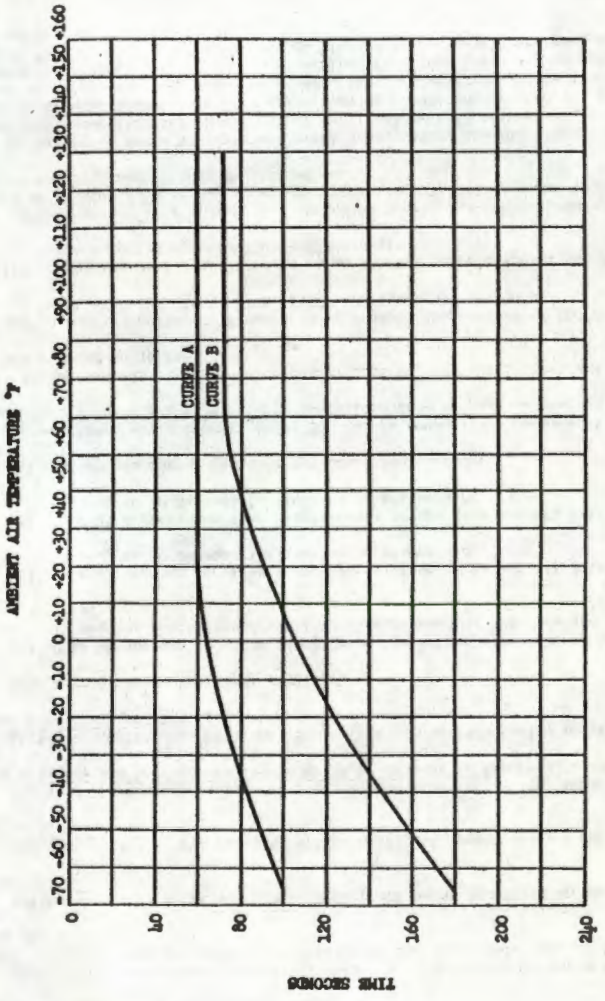


FIGURE 1. Required turbine starting time versus ambient air temperature

3.6 Drawings and data.- As soon as practicable after the award of the service-type or model contract, but in any case before delivery of units has begun, the contractor shall furnish to the procuring activity drawings showing the information listed below and the photographs listed below. The drawings shall be submitted in duplicate, one set reproducible, and one set of prints made therefrom. Photographs shall be submitted in duplicate.

(a) Gas-turbine-type auxiliary power unit assembly (complete except for components not furnished with the unit).

(b) Gas-turbine-type auxiliary power unit installation (including removal clearance for maintenance changes).

(c) Fuel-system diagram.

(d) Ignition-system diagram.

(e) Lubrication-system diagram.

(f) Gas-flow diagram.

(g) Control-system diagram.

(h) Photographs showing front, rear, top, bottom, and both sides.

3.6.1 Complete detail drawings, including assemblies and subassemblies, shall be furnished to the procuring activity before one-half of the units on contract have been delivered, unless the latest revision of these drawings have been previously submitted. These drawings shall be submitted in duplicate, one set reproducible, and one set of prints made therefrom.

3.6.2 Microfilm drawings.- As soon as practicable after the award of a contract, the contractor shall submit to the procuring activity microfilm of all drawings and photographs covered by 3.6, including complete detail drawings.

3.7 Design and construction changes.-

3.7.1 Material substitutions.- Temporary material substitutions shall be made in accordance with ANA Bulletin No. 182.

3.7.2 Changes in design.- No changes shall be made in the design or materials of parts listed in an approved gas-turbine auxiliary power unit parts list, except where such changes are approved in accordance with the provisions of ANA Bulletin No. 391.

3.7.2.1 Class 1 changes.- Class 1 changes are of a nature affecting contract requirements covering weight, performance, cost, interchangeability, or affecting durability of either parts or complete gas-turbine auxiliary power units.

3.7.2.2 Class 2 changes.- All other changes shall be classified as class 2 changes.

3.7.2.3 Approval of changes.- Approval of changes does not relieve the contractor from full responsibility for the results of such changes on any of the auxiliary power unit characteristics.

3.7.3 Service bulletin.- When specified by the procuring activity at the time of approval of a change, the contractor shall submit a service bulletin, in order to permit procuring activities to incorporate the change in units previously delivered.

3.7.4 Parts list.- The parts list for the unit which successfully completes the Preproduction tests shall constitute the approved parts list for subsequent units of the same model. Changes to the approved gas-turbine auxiliary power unit parts list shall be governed by the requirements specified in 3.7.2.

3.8 Interchangeability.- Insofar as practicable, all parts having the same contractor's part number shall be directly and completely interchangeable with each other with respect to installation and performance. Matched parts or selective fits will be permitted where required. Changes in contractor's part numbers shall be governed by the drawing requirements of Specification MIL-D-5028.

3.9 Installation.- To facilitate installation and removal of the unit from its installation, service connections (such as fuel line(s), hydraulic line(s), fire extinguisher line(s), electrical lead(s), and other connections where furnished for load control and reduced speed), shall be contained on a readily accessible connection panel. The connection panel shall be permanently marked to identify all connections grouped on the panel. Air inlet, cooling air outlet(s), turbine exhaust, and bleed air ports, oil fill, and all drain and mounting provisions may be located separately, and if practicable, shall be permanently marked or identified. Similar fluid connections located in close proximity shall be made physically noninterchangeable.

3.10 Accessibility.- Insofar as practicable, parts of the unit requiring routine service checking, adjustment, or replacement, shall be made readily accessible for servicing without teardown of the unit and removal of any major part, component, or accessory, other than removal of access provisions and locking devices. Particular attention shall be paid to access for the removal of replacement of such items as fuel nozzles, replaceable parts of the ignition system, oil pressure relief valve oil vent, oil filter, control system, air intake screens, drain plugs, and in addition, sufficient clearance shall be provided for connecting and removing any separately supplied external fittings and lines.

3.11 Disassembly with tools.- Wherever practicable, nuts and screws shall be removable with standard tools. In any case, the design shall be such as to permit disassembly and assembly of the unit without undue difficulty. A minimum of bolt sizes shall be used. If practicable, not more than three sizes shall be used for external assembly.

3.12 Environmental conditions.- The unit shall not suffer any detrimental effects when inoperative and exposed to the temperature range of -100°F to +275°F. The design of the unit shall provide satisfactory operation during and after exposure to any combination of the following conditions in worldwide operation: Humidity, fungus, sunshine, rain, snow, sleet, hail, ice fog, fog, mildew, salt spray, ice, ozone, smoke, wind, sand, and dust.

3.13 Electrical components.-

3.13.1 Explosion-proof.- If practicable, electrical components shall be explosion-proof, in order not to ignite any explosive mixture surrounding the electrical components.

3.13.2 Electrical interference.- Electrical components shall not cause electrical interference beyond the limits specified in Specification MIL-I-6181.

3.13.3 Voltage range.- Unless otherwise specified by the procuring activity, all components using electrical power from a source external to the unit shall operate satisfactorily with input voltage at the unit connection panel in the range from 14 to 30 volts, dc.

3.13.4 Electrical power.- The electrical power which must be supplied from sources external to the unit shall be as specified in the model specification. Malfunction protection features shall be incorporated in the power unit, to protect it during any condition of operation, in the event of external electric power failure.

3.13.5 Connectors and cable.- At a temperature of -65°F, it shall be possible to connect or disconnect electrical connectors and to flex electrical conductors, as necessary for routine maintenance without damage to these items.

3.14 Dry weight.- The dry weight of the unit shall not exceed that specified in the model specification.

3.14.1 Weights of additional equipment.- The estimated weights of items which are not components of the auxiliary power unit but which are furnished with it shall be listed in the model specification. These items shall not be included in the dry weight of the unit.

3.15 Over-all dimensions.- The over-all dimensions of the complete unit, and allowance for expansion, shall not exceed those specified in the model specification.

3.16 Mounting provisions.- The number, type, and location of the mounting provisions shall be clearly shown on the unit outline drawing.

3.16.1 Handling supports.- The unit shall incorporate provisions for hoisting, and for resting on level ground. These provisions shall be shown on the unit outline drawing.

3.17 Flight maneuver forces.- The unit and its mounting provisions shall withstand without permanent deformation or failure the conditions specified in figure 2. When applicable, type I and type IV units shall have installed a generator or other driven accessory of the maximum weight and overhung moment specified in the model specification.

3.17.1 Simulated flight maneuver loads.- The unit and its mounting provisions shall not fail when subjected to static loads equivalent to 1-1/2 times the values specified in 3.17 and 3.17.3.

3.17.2 Ditching loads.- The unit and its mounting provisions shall be designed not to disintegrate, but may undergo permanent deformation, when subjected to any one of the following acceleration loads. When applicable, type I and type IV units shall have installed a generator or other driven accessory of the maximum weight and overhung moment specified in the model specification.

(a) 15g in the vertical plane.

(b) 20g in the horizontal plane.

Operation of the unit during or after exposure to these loads shall not be required.

3.17.3 Gyroscopic moments.- At maximum rated speed, the unit shall withstand a gyroscopic moment imposed by a steady angular acceleration of 3.5 radians per second in yaw of the unit for a period of 30 seconds.

3.17.4 Demonstration of loads.- Demonstration of any of the loads specified in 3.17, or any of its subparagraphs, shall not be required unless so specified in the contract.

3.17.5 Identification of forces.- The forces, loads, and accelerations quoted herein are defined on figure 2, and shall be identified by axes (see table I) indicated on the contractor's outline drawing.

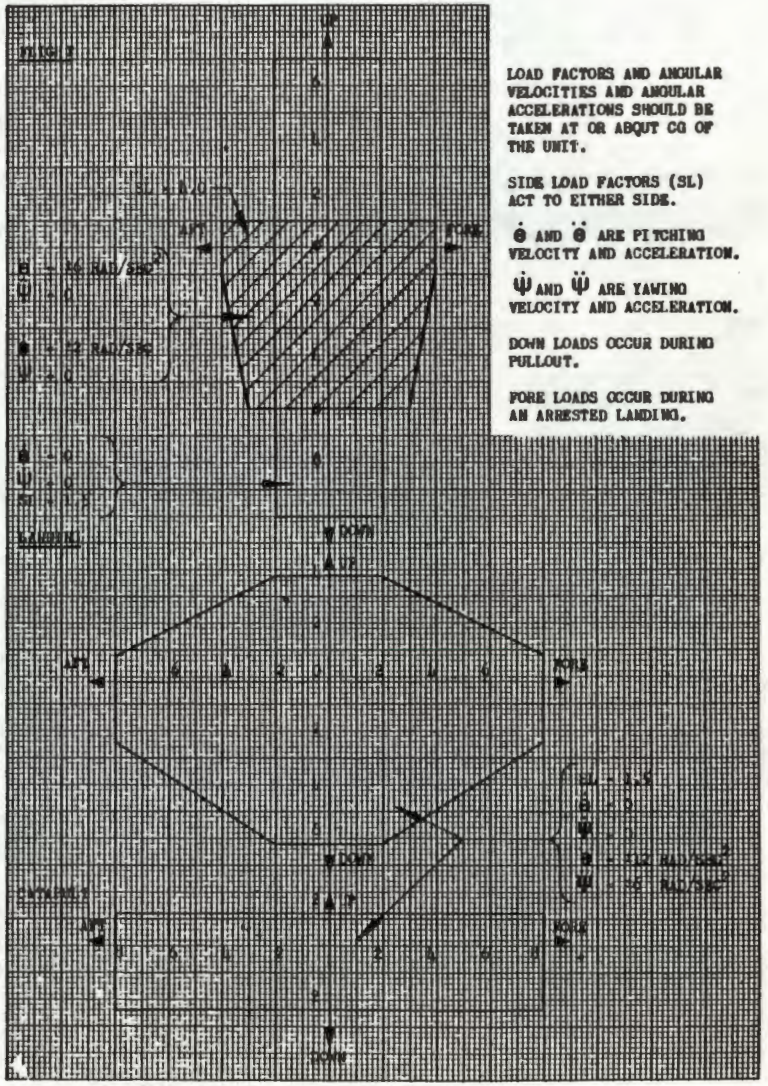

LOAD FACTORS AND ANGULAR VELOCITIES AND ANGULAR ACCELERATIONS SHOULD BE TAKEN AT OR ABOUT CG OF THE UNIT.
SIDE LOAD FACTORS (SL) ACT TO EITHER SIDE.
θ̇ AND θ̈ ARE PITCHING VELOCITY AND ACCELERATION.
ψ̇ AND ψ̈ ARE YAWING VELOCITY AND ACCELERATION.
DOWN LOADS OCCUR DURING PULLOUT.
FORE LOADS OCCUR DURING AN ARRESTED LANDING.
DOWN
AFT
FORE
SL = 3.5

FIGURE 2. Design limit load factors for turbine power unit

TABLE I

Force axes

Force acting	Direction	Axis
Horizontal	Longitudinal	x
Horizontal	Transverse	y
Downward or upward	Vertical	z

3.18 Polar moment of inertia of compressor-turbine system.- The polar moment of inertia of the complete rotor about the rotor axis shall be as specified in the model specification.

3.19 Output drives (type I and type IV units).- One AND20006, type XVI-B engine accessory drive shall be furnished as the output drive of the auxiliary powerplant. This drive shall transmit the torque specified by the AND drawing. It shall carry an accessory having the maximum weight and overhung moment specified on the drawing under the loads specified in 3.17 herein and subparagraphs thereto. The speed of the drive shall be held to 6,000 rpm ±5 percent from no load to maximum output under steady-state and transient conditions.

3.19.1 Adapter gearbox.- When so specified in the model specification an adapter gearbox, lubricated from the basic powerplant, shall be provided to furnish additional accessory drives. The speed, torque, and other characteristics of these additional drives shall be as specified in the model specification.

3.19.2 Generator cooling air.- Cooling air to provide cooling for a generator that may be mounted on the output drive shall be furnished by the auxiliary powerplant. The characteristics of this cooling air shall be shown in the model specification as curves of quantity, temperature, and pressure vs altitude from sea level to guaranteed-operational altitude.

3.19.2.1 Generator cooling air connection.- The generator cooling air connection shall consist of a 3-inch-outside-diameter tube, beaded in accordance with Drawing AND10060, type A.

3.20 Compressed air product (type II, type III, and type IV units).-

3.20.1 Compressor bleed.- The type II, type III, and type IV units shall provide for extraction of compressed air from the compressor only in the quantity, pressure, and temperature specified in the model specification.

3.20.2 Mixed bleed.- The type III units shall also incorporate provisions for the mixing of compressor bleed and combustion chamber products to raise the temperature of the bleed air to that value specified in the model specification.

3.20.3 Bleed air connection.- The bleed air connection shall be of the quick-disconnect type and shall be shown on the unit outline drawing. The maximum permissible shear load, axial load, and overhung moment for the bleed air connection shall be as specified in the model specification.

3.21 Limiting zone temperature.- All external zones of the unit and all unit components mounted on the unit shall be capable of continuous operation when surrounded by air at an ambient temperature of 200°F, or 130°F plus the ram temperature rise of air, at the maximum ram ratio specified for unit operation, whichever is greater. The estimated maximum permissible continuous operating temperature of all external zones and appropriate components of the unit shall be specified in the model specification. Cooling air shall be provided by the unit, if necessary, to meet the foregoing requirement.

3.21.1 Cooling after shutdown.- No auxiliary power unit component or zone shall require special cooling (e.g., forced convection, refrigeration, or rotation of rotor(s)) after shutdown of the unit.

3.21.2 Fire-detecting and extinguishing systems.- The unit shall include mounting provisions for a fire-detecting device, and the connection panel shall include mounting provisions for the fire-detecting device electrical receptacle. The connection panel shall also include a fitting suitable for connection to a CO_2 fire-suppressant system. The suppressant system, fire-detecting device, wiring, receptacle, and nozzle for dispersion of the CO_2 shall not be furnished with the unit.

3.22 Air intake.- The air intake size and location(s) shall be shown on the gas-turbine power-unit outline drawing which shall be a part of the model specification.

3.22.1 Air intake screen.- Unless otherwise specified in the model specification, a screen shall be provided at the air inlet to prevent the entrance of foreign objects of dimensions equal to, or greater than, a 0.125-inch sphere.

3.22.2 Duct attachment.- Provisions for intake duct attachments shall be as shown on the unit outline drawing. The maximum permissible shear load, axial load, and overhung moment for the attachment provisions shall be as specified in the model specification.

3.22.3 Inlet air pressure drop.- The maximum allowable inlet air pressure drop which will permit operation of the unit without adverse effects shall be specified in the model specification.

3.23 Exhaust system.-

3.23.1 Turbine exhaust.- Provisions for quick-disconnect-type attachments shall be furnished for the turbine exhaust system to permit ready removal of the unit from its installation. These provisions shall be shown on the outline drawing. The maximum allowable shear load, axial load, and overhung moment shall be specified in the model specification.

3.23.1.1 Turbine exhaust pressure drop.- The maximum allowable exhaust pressure drop which will permit operation of the unit without adverse effects shall be specified in the model specification.

3.23.2 Cooling air discharge.- Provisions for quick-disconnect-type attachments shall be furnished at the cooling air outlet port(s) if an air outlet port(s) is provided. These provisions shall be shown on the outline drawing. The maximum allowable shear load, axial load, and overhung moment shall be specified in the model specification.

3.23.2.1 Cooling air discharge pressure drop.- The maximum allowable cooling air pressure drop which will permit operation of the unit without adverse effects shall be specified in the model specification.

3.24 Lubricating system.- The lubricating system shall adequately lubricate the auxiliary power unit throughout its operating range.

3.24.1 Lubrication points.- All points in the unit requiring pressure lubrication shall be lubricated from the unit lubricating system. No lubricating from an external source shall be required.

3.24.2 Oil interruption.- The unit shall be capable of operating continuously, with no detrimental effects during and after operation, when air only is supplied to the inlet of the oil pump for a period of 10 seconds.

3.24.3 Oil drainage.- Provisions shall be made to prevent oil drainage into the turbine.

3.2.4.4 Oil filter.- A suitable AN-type oil filter element shall be provided as a component of the unit. The filter element shall be of sufficient capacity to operate satisfactorily between oil changes as specified in the model specification.

3.2.4.5 Scavenging system.- If a scavenging system is used, it shall adequately scavenge the basic gas turbine and compressor for extended periods of time, under the operating conditions specified herein, including negative "g" operation for a period of 10 seconds. The scavenge pump shall operate satisfactorily during the low-temperature starts specified.

3.2.4.6 Oil pressure.-

3.2.4.6.1 Oil pressure pump.- The oil pressure pump shall maintain not less than the specified oil pressure for all operating speeds and all altitudes up to and including the absolute altitude specified in the model specification.

3.2.4.6.2 Oil pressure measurement.- Provisions shall be made for the measurement of oil pressure. The connection for this measurement shall be shown on the unit outline drawing. The oil pressure indicator shall not be furnished with the unit.

3.2.4.6.3 Pressure adjustment.- The lubricating system shall be arranged to provide oil pressure without adjustment throughout the operating range specified in the model specification. If oil pressure adjustment is required during normal maintenance, it shall be readily adjustable without parts change.

3.2.4.6.4 Pump relief valve.- The oil-pump relief valve shall be so designed that it will be unnecessary to change adjustment of the valve when operating under any condition specified in the model specification.

3.2.4.6.5 Oil bypass.- The lubricating system shall be so arranged that oil bypassed from the pressure pump shall not be returned to the oil tank by a separate line.

3.2.4.7 Oil drain.- The unit shall be provided with an oil drain at the lowest point(s) in the system, in order that the installation may be adequately drained with the unit in a horizontal position and in any position within 15 degrees from the horizontal position.

3.2.4.7.1 Insofar as practicable, all oil drainage shall be collected at the single point shown on the unit installation drawing.

3.2.4.8 Oil tank.- Unless otherwise specified in the model specification, the oil tank shall be a component part of the unit. Satisfactory functioning of the unit shall be provided under any of the attitude conditions specified in 3.5.8 when the oil level in the tank contains 20 percent of its usable quantity as defined in 3.2.4.8.2

3.2.4.8.1 Cleaning.- The oil tank design shall be such that internal contours will permit ease of cleaning by means of flushing methods. Provisions shall be made for flushing or for cleaning the interior of the tank.

3.2.4.8.2 Capacity.- The oil tank capacity shall provide for the following:

(a) A quantity equal to the residual capacity of the basic auxiliary power unit system exclusive of the oil tank.

(b) A quantity of usable oil sufficient for a minimum of 10 hours of continuous operation under any condition specified herein. The quantity of oil shall be determined from the contractor's specified oil consumption.

(c) A minimum expansion space, between the maximum level to which the tank can be filled and the total oil tank volume, which shall be 15 percent of the oil tank capacity.

3.2.4.8.3 Filler cap.- A filler cap and adapter shall be provided, and shall close and seal the oil tank. It shall be possible to install and remove the cap by hand without the use of tools. The cap and adapter shall be such that water cannot collect and drain into the tank, and shall be so located that the tank can be filled without the use of special funnels and that the oil tank expansion space cannot be filled. The cap shall be fully seated and locked by turning the cap not more than 90 degrees. The cap shall be fastened to the adapter by means of a chain, or its equivalent. The outside of the cap shall be painted black with a fuel- and oil-resistant paint, and marked in yellow with the following information: "Oil Cap _____US Gal" (which shall be filled in with the oil tank capacity).

3.2.4.8.4 Oil tank filler opening.- The oil tank filler opening and location shall be such that under normal conditions the entire tank can be filled in one operation in not more than 1 minute. The filler opening shall be so located and sealed that liquids from the opening shall not spill on the unit or spill on any of the unit accessories. If necessary, filler spill basins with adequate drains shall be provided to accomplish the foregoing.

3.2.4.8.5 Sump.- A removable sump shall be provided in the bottom of the oil tank at the oil tank drain. The sump shall be of sufficient capacity to collect normal accumulations of condensate and sediment likely to be encountered during operation under the conditions specified, and shall incorporate a standpipe which shall be the oil outlet. A 1/4-inch straight-thread self-locking drain valve shall be provided in the sump to drain the condensate and sediment.

3.2.4.8.6 Vents.- If oil tank vent lines are provided, they shall be installed in such manner that no liquid trap exists. Provisions shall be made for efficient separation of entrained oil from the air, if required.

3.2.4.8.7 Oil level gage.- The oil tank shall be provided with a level cock, dipstick, or other means acceptable to the procuring activity for determining the normal oil level in the tank when the unit is in the horizontal attitude defined by the contractor's drawings. The gage shall be in such a position that it is readily discernible or readily accessible on the unit, depending on the type.

3.2.4.9 Oil cooler.- An oil cooler shall be furnished as a component of the lubricating system where provisions for cooling of the oil are required. The oil cooler may be integral with the oil tank.

3.2.4.9.1 Type.- The oil cooler may be of the air-cooled type.

3.2.4.9.2 Design conditions.- If a fuel-cooled oil system is used, the following oil cooler design conditions shall apply:

(a) For cooling, the hot fuel temperature of 135° ±5°F shall apply.

(b) For low temperature and oil congealing consideration, a cold fuel temperature of -65°F shall apply.

(c) Fuel used for cooling shall not be returned to the fuel tank.

(d) If an automatic oil temperature control is provided, it shall include fuel or oil bypass provisions for both oil cooling and anticongealing. Where applicable, surge protection shall be provided for the oil cooler.

3.2.4.10 Breather.- If a single breather is provided, the breather system shall be so designed that oil in liquid form will not be lost through the breather when operating the unit in any attitude or condition specified herein. The size and location of the outlet connection shall be as shown on the unit installation drawing.

3.25 Fuel system.-

3.25.1 Performance.- The auxiliary power unit fuel system shall perform satisfactorily and shall be capable of supplying the required amount of fuel at the required pressure under all conditions specified in the model specification, with fuel temperatures throughout the range of 0°F to 80°F above the ambient temperature but not in excess of 135°F, when the fuel pressure at the unit fuel inlet connection at the panel is from a minimum of 5 psi above the Reid vapor pressure up to a maximum of 40 psi gage.

3.25.2 Valves.- Valves, where furnished with the unit, shall close completely without visible dripping from the minimum operating fuel pressure to 110 percent of maximum operating fuel pressure.

3.25.3 Pressure protection.- A means shall be provided to limit the fuel pump discharge pressure.

3.25.4 Fuel pressure connection.- A fuel pressure connection for use with a fuel pressure indicator shall be provided as specified in the model specification. The fuel pressure indicator shall not be furnished with the unit.

3.25.5 Filtering provisions.- Filtering provisions, if required, shall be as specified in 3.5.2.

3.25.6 Fuel drains.- Provisions shall be made for automatically clearing the combustion chambers after shutdown with the unit in a level position, 15 degrees positive displacement from the level position, and 20 degrees negative displacement from the level position. Where practicable, all fuel drainage shall be collected at a single common point on the unit as shown on the unit installation drawing.

3.25.7 Lines and fittings.- The fuel lines shall be as short as practicable and shall contain no water-collecting traps. Fuel lines external to the basic gas turbine which convey fuel shall be flexible or adequately supported to eliminate the effects of destructive vibration. External hose assemblies shall conform to Standard MS28741 or equal assemblies, or shall be of stainless steel.

3.25.8 Fuel resistance.- All materials used in components of the auxiliary power unit fuel system shall be sufficiently resistant to fuels conforming to Specifications MIL-F-5624 and MIL-F-5572 to assure satisfactory operation as herein defined. If testing is required by the model specification, fluids conforming to Specification MIL-H-3136, type I and type III, shall represent the extremes for test purposes.

3.26 Ignition system.- The ignition system, excluding the electrical power source, shall be mounted entirely on the unit. The system shall provide for satisfactory ignition during starting and restarting under all of the operating conditions specified. The ignition system shall meet the foregoing requirements when the voltage supply to the unit at the connection panel is as low as 14 volts, dc, or as high as 30 volts, dc. At least two igniters shall be provided if the unit is of a multiple combustion-chamber type. Multiple combustion-chamber units may include crossfire tubes. Continuous ignition is not mandatory where combustion can be self-maintained after accomplishment of a successful start.

3.26.1 High-tension ignition cable.- High-tension ignition cable, when used, shall conform to Specification MIL-C-8554.

3.26.2 Lead assembly.- If high-tension ignition is used, the lead assembly shall be equipped with AN-type high-altitude-type terminals where a disconnect is necessary. Other types, if used, shall be approved by the procuring activity. It shall be practicable to install or remove igniter(s) on the unit at -65°F without mechanical or electrical failure of the ignition lead assembly. The lead assembly shall be rewirable.

3.26.3 Connections.- The ignition-system connections shall be as specified in the model specification.

3.27 Control systems.-

3.27.1 Primary controls.- The auxiliary power unit primary controls shall provide for complete automatic control of the unit, including remote automatic starting when manually initiated, and for bleed control for compressor bleed or mixed bleed, by controlling such variables as are necessary to insure satisfactory operation of the unit. Means for reduced-speed idle control shall be provided. Reduced speed shall be as specified in the model specification. Load control shall be furnished if specified in the model specification.

3.27.2 Emergency controls.- The unit shall incorporate such malfunction-protection emergency controls as necessary to prevent failure of the unit in the event that accidental overtemperature, flame-out, fuel supply failure, electrical failure, etc, are encountered. The emergency controls shall be specified in the model specification.

3.27.3 Control adjustments.-

3.27.3.1 Bleed air operational controls.- Where compressor bleed, or combinations of compressor bleed and mixed bleed are provided, adjustment shall be provided to maintain variables within the limits established in the model specification.

3.28 Accessory drives.- When specified in the model specification, special purpose drives for such accessories as generators, tachometer-generator, cooling fans, etc, shall be provided.

3.29 Counting devices.- An hour meter, or similar device, for indicating the total elapsed operating time shall be furnished with the unit.

3.30 Cover plates.- Cover plates for covering all accessory drive openings where the accessory is not mounted for auxiliary power unit shipment shall be supplied with each unit. Suitable provision for covering or plugging all other connection openings shall be made for shipment and storage.

3.31 Screw threads.-

3.31.1 Straight screw threads.- All conventional straight screw threads shall conform to the requirements of Specification MIL-S-7742.

3.31.2 Tapered pipe threads.- Tapered pipe threads may be employed only for permanently plugging drilled or cored openings.

3.31.3 Coating threaded parts.- When aluminum or aluminum-alloy threaded parts are treated at the time of assembly with antiseize compound, the compound shall conform to Specification MIL-C-5544 or JAN-A-669.

3.31.4 Inserts.- Threads in aluminum or magnesium alloys for fittings having a thread major diameter of less than 3/4 inch and subject to removal for routing maintenance purposes shall be provided with inserts.

3.32 Identification of product.-

3.32.1 Gas-turbine power-unit data plate.- A data plate shall be attached to the unit and shall include only the following information:

POWER UNIT; AIRCRAFT AUXILIARY, GAS-TURBINE-TYPE (insert I, II, III or IV, as applicable)
Model No.
Manufacturer's Serial No.
Contract or Order No.
Manufacturer's name or trade-mark
US

The data plate, or any other plates, attached to the unit shall be secured in a manner that minimizes corrosion in the presence of a salt atmosphere. The data plate, or plates, shall be so located on the unit that it can be readily seen and that if detached it will not cause failure of the unit.

3.33 Protective treatments, coatings, and paint finishes.- Protective treatments, coatings, and paint finishes shall be in accordance with applicable specifications listed in ANA Bulletin No. 343.

3.33.1 Protective treatment and coatings.-

3.33.1.1 Steel parts.- With the exception of the parts listed below, all exterior steel parts, and other steel parts subject to corrosion and not in contact with oil, shall be treated to resist corrosion by cadmium plating in accordance with Specification QQ-P-416, or by a process approved by the procuring activity.

(a) Corrosion-resistant steel parts.

(b) Cable.

(c) Tin-coated wire.

(d) Members or portions of members which act as bearings or journals.

3.33.1.2 Aluminum parts.- With the exception of the parts listed below, all exposed aluminum-alloy parts shall be treated to resist corrosion by anodizing in accordance with Specification MIL-A-8625, where practicable, or by a process acceptable to the procuring activity. Other parts may be excepted where application of treatment is considered impractical or unnecessary.

(a) Metal-sprayed surfaces.

(b) Surfaces in contact with oil.

(c) Accessory pads and port covers.

(d) Unalloyed aluminum and aluminum-clad aluminum alloy.

(e) Parts fabricated from 2S, 3S, 52S, and 61S aluminum alloys (when painted).

3.33.1.3 Magnesium parts.- All magnesium-alloy parts shall be surface treated to resist corrosion in accordance with Specification MIL-M-3171, where practicable, or by a process approved by the procuring activity.

3.33.2 Paint finishes.- With the exception of the parts listed below, all exposed metal surfaces shall be painted with one coat of primer and a minimum of two full wet finish coats, applied in such manner that no pinholing, holidays, sags, or runs are encountered; and with the further exception that magnesium-alloy parts shall receive two coats of primer and a minimum of two finish coats as described above. Additional parts may be excepted where application of paint finishes on any part thereof is considered impractical or unnecessary.

(a) Metal-sprayed surfaces.

(b) Corrosion-resistant steel, brass, copper, or bronze parts.

(c) Cable.

(d) Working surfaces.

(e) Threads.

(f) Oil holes.

(g) Cadmium-plated parts (or equivalent treatment).

(h) Unalloyed aluminum and aluminum-clad aluminum alloy.

(i) Parts fabricated from 2S, 3S, 52S, and 61S aluminum alloy.

(j) Surfaces of casting or forging identification pads when treated to resist corrosion by other means.

3.33.2.1 Primer coat.- The primer coat shall be in accordance with Specification MIL-P-6889, and shall be applied as soon as practicable after prior surface treatments or coatings. The primer coat shall be thoroughly dried prior to application of the finish coat(s), in order to prevent any consolidation of the primer or finish coats. When the primer coat is soiled or damaged by intervening operations between priming and finish coats, it shall be thoroughly cleaned and other light coat of primer added before the finish coat is applied.

3.33.2.2 Finish coat.- The finish coat for the unit and components shall be in accordance with Specification MIL-E-5557, or shall be aluminum-pigmented varnish.

3.34 Workmanship.- The workmanship and finish on all parts shall be in accordance with high-grade aircraft practice for equipment of this type.

4. QUALITY ASSURANCE PROVISIONS

4.1 Classification of tests.- The inspection and testing of power units shall be classified as follows:

(a) Preproduction tests: Preproduction tests are those tests accomplished on samples representative of the power unit, to determine that the production power unit meets all the requirements of this specification.

(b) Acceptance tests: Acceptance tests are those tests on power units manufactured and submitted under contract.

4.1.1 Preproduction and Acceptance tests.- Auxiliary power units shall be subjected to the Preproduction and Acceptance tests specified in Section 3 and described in Appendixes I and II.

4.2 General.- Auxiliary power units, components, and all material entering into the construction thereof shall be subject to inspection during course of manufacture and upon completion by authorized Government Inspectors who shall be given reasonable facilities to determine conformance to this specification.

4.3 Tests and test methods.-

4.3.1 Material tests.- Samples of all materials used in the auxiliary power unit and components shall be selected in the manner and quantity specified in the material specification, and subjected to the required tests.

4.3.2 Magnetic inspection.- The following parts shall be subject to magnetic particle inspection in accordance with Specification MIL-I-6868 or AMS2640 if made of magnetic materials:

(a) All magnetic parts constituting the compressor-turbine rotor assembly, including threaded fastenings.

(b) Other highly stressed magnetic parts.

(c) All accessory drive and vibration or friction dampener springs.

(d) Starter jaw.

(e) All gears.

(f) All quill and accessory drive shafts.

4.3.3 Fluorescent penetrant inspection.- The following nonmagnetic parts shall be subject to fluorescent penetrant inspection in accordance with Specification MIL-I-6866 or AMS2645:

(a) Turbine disk.

(b) Turbine blades.

(c) Turbine nozzle vanes and assemblies.

(d) All other highly stressed parts.

4.3.3.1 Hydrostatic testing.- Very bulky and intricately shaped parts may be hydrostatically tested by the contractor's approved method in lieu of fluorescent testing when specifically approved by the procuring activity.

4.3.4 Excepted parts.-

4.3.4.1 Commerical and AN standard parts.- Commerical and AN standard parts, such as cotter pins, washers, and similar low-stressed parts are not required to be inspected by the magnetic or fluorescent methods.

4.3.4.2 Antifriction bearings.- Assembled ball or roller bearings shall not be inspected by the magnetic or fluorescent methods.

4.3.4.3 Additional parts.- In the case of special units or where service experience of the procuring activity warrants, the list of parts specified above may be extended or supplemented to include additional parts.

4.3.5 Radiographic or ultrasonic inspection.- The following parts shall be subject to radiographic or ultrasonic inspection for defects or soundness to a degree of inspection on each article as agreed between the contractor and the procuring activity:

(a) The compressor impeller or rotor(s), if it is nonmagnetic.

(b) The turbine rotor(s), if it is nonmagnetic.

(c) Highly stressed magnesium and aluminum castings.

4.3.5.1 Radiographic inspection.- Radiographic inspection of materials shall be in accordance with Specification MIL-I-6865. Laboratories performing radiographic inspection shall be certified in accordance with Specification MIL-I-6141.

4.3.6 Control tests.- All production acceptance bench testing of components of the fuel system shall be accomplished with calibrating fluid meeting the requirements of Specification MIL-F-7024.

5. PREPARATION FOR DELIVERY

5.1 Application.- The requirements of Section 5 apply only to direct purchases by or direct shipments to the Government.

5.2 Preservation, packaging, and packing.-

5.2.1 Preservation.- The auxiliary power unit, components, and accessories shall be packaged and preserved in accordance with Specification MIL-E-5607.

5.2.2 Shipping container.- The auxiliary power unit, components, and accessories shall be packaged and packed in contractor-furnished reusable metal shipping containers in accordance with the requirements of Specification MIL-C-9282.

5.2.3 Packing list.- The contractor shall furnish a packing list with each unit. All parts, accessories, components, and tools, which are not installed on the unit, but which are shipped with the unit, shall be included on the packing list.

5.3 Marking of shipments.- Identification marking shall conform to the requirements of Specification MIL-E-5607. Interior packages and exterior shipping containers shall be marked in accordance with Standard MIL-STD-129. The identification shall be composed of the following information listed in the order shown:

Stock No. or other identification number as specified in the purchase documents
POWER UNITS, AIRCRAFT AUXILIARY, GAS-TURBINE
TYPE (insert I, II, III, IV, as applicable)
Specification (insert symbol and number)
Manufacturer's Serial No.
Contract or Order No.
Manufacturer's name or trade-mark

«NOTE: The contractor shall enter the Federal Stock No. specified in the purchase document or as furnished by the procuring activity. When the Federal Stock No. is not provided or available from the procuring activity, leave space therefor and enter the Stock No. or other identification as provided by the procuring activity.

6. NOTES

6.1 Intended use.- The auxiliary power units covered by this specification are intended to be used as a power source for the driving of generators, hydraulic pumps, and other aircraft accessories, or to provide compressed air for aircraft engine pneumatic starting systems.

6.2 Ordering data.- Requisitions, contracts, and orders should state the type and model, and whether overseas packing is desired (see 1.2).

6.3 Preproduction tests.- It is expected that the contract or purchase order will specify that a minimum of two power units will be required as preproduction samples. The contract or purchase order should specify the point of inspection for these tests. Requests for information pertaining to the Preproduction tests should be addressed to the Commander, Wright Air Development Center, Directorate of Laboratories, Wright-Patterson Air Force Base, Ohio, or the Bureau of Aeronautics, Navy Department, Washington 25, D. C.

6.4 Definitions.-

6.4.1 Government.- The term "Government" as used in this specification should be interpreted to mean the procuring activity.

PATENT NOTICE: When Government drawings, specifications, or other data are used for any purpose other than in connection with a definitely related Government procurement operation, the United States Government thereby incurs no responsibility nor any obligation whatsoever; and the fact that the Government may have formulated, furnished, or in any way supplied the said drawings, specifications, or other data is not to be regarded by implication or otherwise as in any manner licensing the holder or any other person or corporation, or conveying any rights or permission to manufacture, use, or sell any patented invention that may in any way be related thereto.

Custodians:
Navy - Bureau of Aeronautics
Air Force

APPENDIX I

POWER UNITS; AIRCRAFT AUXILIARY,
GAS-TURBINE-TYPE, PREPRODUCTION TESTS FOR

10. QUALITY ASSURANCE PROVISIONS

10.1 General.- Auxiliary power units, components, and test apparatus shall be subject to inspection by authorized Government Inspectors who shall be given reasonable facilities to determine conformance with this appendix. Calibration and endurance tests conducted at the contractor's plant shall be subject to witnessing by authorized representatives of the procuring activity.

10.1.1 Sampling instructions.- Unless otherwise specified, each Preproduction test sample for a new type or model shall consist of two gas-turbine power units of each manufacturer's part number upon which approval is desired. The units shall be accompanied by one complete set of manufacturer's drawings, the manufacturer's model specification, a parts list, two spare parts kits, containing all spare parts which the contractor considers necessary for maintenance during the Preproduction tests, tool kit, containing all special tools required for complete disassembly of the unit, one maintenance and operation manual, and a complete test report showing the results of the manufacturer's tests. Samples, identified as required, shall be forwarded to the testing activity specified in the contract or purchase order (see 6.3).

10.1.2 Accuracy of data.- All instruments and equipment shall be calibrated often enough to insure that reported data shall have a static accuracy within 2.0 percent of the value obtained at the maximum output of the unit, except for rpm, which shall be accurate within 0.5 percent of the value obtained at the maximum output of the unit.

10.1.3 Temperature measurements.- The points of application for all temperature-measuring devices shall be as defined in an outline to be submitted by the contractor and approved by the procuring activity. Gas temperatures shall be measured with chromel alumel thermocouples or iron-constantan thermocouples where temperatures are in a suitable range, unless otherwise specified by the contractor and approved by the procuring activity. Other temperatures may be measured by calibrated mercury thermometers, or calibrated electrical-resistance-type thermometers. All temperature measurements shall be recorded in degrees Fahrenheit.

J = Iron-Constantan
K = Chromel-Alumel

10.2 Gas-turbine power unit Preproduction tests.-

10.2.1 Test apparatus.-

10.2.1.1 Airflow.- Airflow measurements shall be made in accordance with the procedures outlined in ASME Power Test Code PTC 19.5; 4-1949, Part 5, Chapter 4, or by a method acceptable to the procuring activity.

10.2.1.2 Unit speed.- The unit speed for performance check runs during those periods when readings are being taken shall be determined by means of a positive counter which will actually count the revolutions for a period of not less than 1 minute; by an indicating tachometer and matching stroboscope disk energized by a controlled frequency source, or by other means acceptable to the procuring activity. At all other times, speed may be measured by means of an indicating tachometer.

10.2.1.3 Fuel flow.- Fuel flow measurements shall be made by either the volume or weight method. The quantity selected for the volume or weight method shall be such that each reading will cover an elapsed time of at least 1 minute. Flowmeter readings may be used for calculations of specific fuel consumption when the flowmeter has been calibrated by the volume or weight method in accordance with 10.1.2 of this appendix.

10.2.2 Test methods.-

10.2.2.1 Test units.- Two identical units, "A" and "B," shall be used for the Preproduction tests. Unit "A" shall be used for preliminary runs, Unit calibration, 200-Hour endurance test, and Recalibration. Unit "B" shall be used for the miscellaneous tests described in 10.2.2.6.1, 10.2.2.6.2, and 10.2.2.6.3 of this appendix.

10.2.2.2 Weight and other data.- The unit weight, if not previously obtained, photographs, and other pertinent data shall be obtained preferably at the time the unit is being prepared for test.

10.2.2.3 Unit calibration.- The order of conducting calibration of unit "A" shall be at the option of the contractor. The procedure shall be such as to establish the performance characteristics of the complete unit prior to the test specified in 10.2.2.4. Performance shall meet the values specified in the model specification. Operating time during this test shall be limited to the minimum practicable. Calibration shall be conducted to obtain the data required in item 10 of report form (figure 1).

10.2.2.4 200-Hour endurance test.- Following the Unit calibration test specified in 10.2.2.3, the unit shall be subjected to a 200-Hour endurance test consisting of 20 periods of 10 hours each. The test runs in each period shall be conducted in the order given unless otherwise specified by the procuring activity. The time for changing output shall not be deducted from the duration time at maximum output.

10.2.2.4.1 Sequence.- Each period of the 200-Hour endurance test shall be conducted as follows:

(a) 5 minutes at maximum output plus 5 minutes at no load plus 1 hour at normal output.

(b) 5 minutes at maximum output plus 5 minutes at no load plus 1 hour at 75 percent normal output.

(c) 5 minutes at maximum output plus 5 minutes at no load plus 1 hour at normal output.

(d) 5 minutes at maximum output plus 5 minutes at no load plus 1 hour at 50 percent normal output.

(e) 5 minutes at maximum output plus 5 minutes at no load plus 1 hour at normal output.

(f) 5 minutes at maximum output plus 5 minutes at no load plus 1 hour at 25 percent normal output.

(g) 3 hours consisting of 12 cycles at 10 minutes at no load (idle) and 5 minutes at maximum output.

10.2.2.4.2 Starts.- A minimum of 100 starts shall be made during the Preproduction test. There shall be at least 30 starts each preceded by a minimum of 2 hours shutdown. All starts accumulated during testing of the unit, including preliminary runs, may be credited to the total required. If necessary, additional starts required to bring the total to 100 may be made at the end of the endurance test.

Contents

1. Title
2. Index
3. Object
4. Summary
5. Conclusions and recommendations
6. Description (Under this heading shall be prepared a brief general description of this unit and components, and a detailed description of all features which differ from a previous model.)
7. Method of test (General description of test equipment and methods used in conducting the test.)
8. Record of test (Chronological history of all events in connection with all of the testing.)
9. Analysis of results (A complete discussion of all phases of the test, such as probable reasons for failure and unusual wear, comparison in performance with previous models, and analysis of general operation.)
10. Calibration and recalibration data: The following information, as applicable, and all recorded data shall be shown by suitable curves. Recorded data, as applicable, shall include as a minimum the readings specified in item 11 below.
    (a) Power output (horsepower) versus turbine outlet temperature.
    (b) Bleed airflow (weight flow) versus turbine outlet temperature.
    (c) Bleed air pressure versus turbine outlet temperature.
    (d) Bleed air temperature versus turbine outlet temperature.
    (e) Bleed airpower versus turbine outlet temperature.
    (f) Unit fuel consumption versus turbine outlet temperature.
11. Data: Sufficient readings shall be recorded during the 200-Hour endurance test to obtain the data required for the tabulated data, where applicable.
    (a) Power output (horsepower).
    (b) Bleed airflow (lb per min).
    (c) Bleed air total pressure (in. Hg abs).
    (d) Bleed air total temperature (°F).
    (e) Compressor inlet total pressure (in. Hg abs).
    (f) Compressor inlet total temperature (°F).
    (g) Turbine outlet static pressure (in. Hg abs).
    (h) Turbine outlet total temperature (°F).
    (i) Fuel flow (lb per hr).
    (j) Fuel inlet pressure (psig).
    (k) Fuel pump discharge pressure (psig).
    (l) Oil consumption (lb per hr).
    (m) Oil pressure (psig).
    (n) Oil tank temperature (°F).
    (o) Turbine speed (rpm).
    (p) Barometer (in. Hg abs).

FIGURE 1. Form of report

10.2.2.5 Recalibration.- After completion of the 200-Hour endurance test specified in 10.2.2.4, a calibration check run in accordance with 10.2.2.3 of this appendix shall be made on unit "A" during which running time shall not exceed 1 hour at or above 90 percent of normal output. During this run, the output shall be not less than 95 percent of the values obtained during calibration, and fuel consumption shall not exceed 105 percent of the values obtained during calibration. The unit shall meet all other specified performance requirements which can be checked by the calibration procedure. This check run may be preceded by a run-in period during which the cleaning and adjustment procedure recommended by the contractor for field use may be applied.

10.2.2.6 Miscellaneous tests.- The following miscellaneous tests shall be conducted. Tests on unit "B" may be conducted at a Government laboratory under the supervision of the procuring activity if no other facilities are available.

10.2.2.6.1 Extreme temperature tests.-

10.2.2.6.1.1 High-temperature test.- Unit "B" shall be exposed to an ambient temperature of 160° ±5°F for a period of not less than 4 hours. It shall then be started and operated for 1 hour at maximum allowable turbine inlet temperature. During this operation period, the unit shall be supplied with air at a temperature of 130° ±5°F, and fuel at a temperature of 135° ±5°F. The fuel shall be supplied at the unit connection panel at a minimum pressure of 5 psi above the Reid vapor pressure of the fuel at that temperature.

10.2.2.6.1.2 Low-temperature test.- Unit "B" shall be exposed to an ambient temperature of -65°F for a period of not less than 72 hours. It shall then be started and operated for 1 hour at maximum allowable turbine inlet temperature. During this operation period, the unit shall be supplied with air and fuel at a temperature of -65°F.

10.2.2.6.2 Test of overspeed control.- With the normal speed governing system rendered inoperative, unit "B" shall be overspeeded at no load until the overspeed control functions. This test shall be repeated until the overspeed control has demonstrated, on 10 consecutive trials, ability to limit the unit speed to the maximum permissible value shown in the model specification.

10.2.2.6.3 Alternate fuel test.- Unit "B" shall be subjected to an alternate fuel test, using fuel conforming to Specification MIL-F-5572 of the grade having the specified maximum lead content. This Alternate fuel test schedule shall be as specified in 10.2.2.4, 10.2.2.4.1, and 10.2.2.4.2 of this appendix, except that the times of running at each condition shall be proportionately reduced, in order that the total duration of the Alternate fuel test is 50 hours and the number of starts required is 25, with 10 starts each preceded by a 2-hour shutdown. Performance ratings shall not apply to operation on fuel conforming to Specification MIL-F-5572.

10.2.2.6.4 Lubrication check.- Unless otherwise specified by the procuring activity, observations of unit oil pressures shall be made to determine conformance with applicable requirements of the specifications under which the unit was built.

10.2.2.6.5 Oil drainage.- After completion of the 200-Hour endurance test specified in 10.2.2.4 on unit "A," conformance with the oil drainage requirements of 3.2.4.7 shall be determined.

10.2.2.7 Test operating conditions.-

10.2.2.7.1 Except as specified herein, tests shall be run at prevailing ambient laboratory conditions. The fuel and oil used, the conditions of loading, and the rated loads shall be as specified for the unit ratings in the model specification.

10.2.2.7.2 The oil system shall be drained and filled with new oil at the start of the 200-Hour endurance test specified in 10.2.2.4, and thereafter shall be maintained in accordance with the requirements of the contractor as approved by the procuring activity.

10.2.2.7.3 Intervals of endurance test operation of less than 1/2-hour duration terminated by any unit failure shall not be credited to the required test time. Endurance test time shall not be credited by increments shorter than 30 minutes, except when shorter periods are a test requirement.

10.2.2.7.4 Wet and dry bulb air temperature readings shall be taken at intervals not exceeding 3 hours.

10.2.2.7.5 The room barometer shall be read and recorded at intervals not exceeding 3 hours.

10.2.2.7.6 The date, operating schedule, unit model designation, and serial number shall be recorded on each log sheet.

10.2.2.7.7 Notes shall be placed on the log sheets of all incidents of the run, such as leaks, vibration, and any other irregular functioning of the unit or the equipment, and corrective measures taken.

10.2.2.7.8 Correction.- Readings of airflow, fuel flow, gas pressures, and gas temperatures shall be corrected to NACA standard sea level atmospheric conditions, as defined in NACA TN 3182 by the method specified in the model specification.

10.2.2.7.8.1 The barometer shall be corrected for temperature.

10.3 Components tests.- The following Components tests shall be conducted. Approval of the Components tests shall be obtained prior to the acceptance of the gas-turbine compressor or auxiliary powerplant as a service type or model. All components shall be substantially identical with those used on the 200-Hour endurance test specified in 10.2.2.4.

10.3.1 Previous component approval.- All gas-turbine compressor or auxiliary-powerplant components requiring testing as specified herein may have these requirements waived at the option of the procuring activity, if the component has been previously approved for service use on another unit. All such components shall be substantially identical with the components previously approved, with the exception of the mounting provisions. If such a waiver is granted, information on the components for which previous approval was obtained shall be provided in the Preproduction test report prior to approval of the gas-turbine power unit.

10.3.2 Simulated operational tests.- The following tests pertain only to fuel system, all controls, and ignition-system components, except that tests of additional components shall be conducted when specified in the contract.

10.3.2.1 Test conditions.- All components shall be cleaned of oil, grease, or other corrosion-preventative compound prior to the start of any testing. Insofar as practicable, components shall be mounted in their normal positions as mounted on the gas-turbine compressor or auxiliary powerplant. Test assemblies or components shall be subjected to operating loads simulating those encountered on the gas-turbine compressor or auxiliary powerplant. Sufficient instrumentation shall be provided to indicate the performance of each component, and to indicate that the functional relationships of components are maintained as required by the applicable test schedule. Functional checks shall be performed at the end of each test or group of tests, and at other times at the option of the contractor, to indicate that no calibrated component has changed its calibration beyond allowable service limits and that the function of uncalibrated components is unimpaired.

10.3.2.1.1 All components shall be supplied with such fluids as they normally handle or contact, except that components normally in contact with fuel shall be supplied with the test fluids specified below. There shall be no traces of external fluid leakage from any component.

10.3.2.1.2 Test cycles.- Unless otherwise specified, appropriate test cycles, consistent with the following requirements, shall be used for these tests.

(a) Each component shall pass through its maximum range of function at least once during each cycle.

(b) Components in test assemblies shall function in approximately their normal sequence of operation.

(c) Cycling shall be controlled by varying simulated inputs to the test assembly or component. Gas-turbine compressor or auxiliary powerplant-supplied inputs shall be varied in their usual relations to component outputs insofar as practicable.

(d) Input variables substantially independent of other control inputs, such as ambient temperatures and pressures, shall be cycled at a rate faster or slower than the basic functional cycle, in order that every component shall eventually have accomplished each part of its function at each value of the independent variable.

(e) Components designed to prevent the gas-turbine compressor or auxiliary powerplant from exceeding its operating limits, but which are not actuated by simulated normal operation, shall be actuated at least once during each cycle by causing their input variables to reach the necessary range of values.

10.3.2.2 Component calibration.- Prior to the initiation of the Simulated operational tests specified in 10.3.2, each component for which the establishment of input-output relationships is a function of the component shall be subject to a calibration. The calibration shall be extensive enough to cover the entire steady-state and dynamic ranges of operation of the component on the gas-turbine compressor or auxiliary powerplant, and shall indicate conformance with the design-tolerance range of the component. Components not subject to calibration shall be operated under normal operating conditions to demonstrate satisfactory functioning. Each calibration shall be recorded. Calibrations shall be conducted using test fluid in accordance with Specification MIL-F-7024.

10.3.2.3 Procedures.- All Simulated operational tests specified in 10.3.2 shall be conducted on the same test assemblies, consisting of groups of related components so arranged and interconnected as to simulate their normal relationship and function on the gas-turbine compressor or auxiliary powerplant, except where otherwise specified. However, subassemblies or components of a system may be tested separately at the contractor's option if such separation does not prevent simulation of the complete function of the components or subassemblies. At the option of the contractor and with the approval of the procuring activity, alternate testing of components or subassemblies may be conducted on gas-turbine compressors or auxiliary powerplants substantially like the 200-Hour endurance test compressor or powerplant in lieu of all or part of the tests specified hereunder.

10.3.2.3.1 Accelerated aging.- Upon completion of the component calibrations, all nonmetallic components shall be placed dry, in an air oven, and maintained in an ambient temperature of not less than 160°F for a minimum period of 168 hours. Components are not required to be aged in test assemblies.

10.3.2.3.2 Salt water.- Upon completion of the Accelerated aging test specified in 10.3.2.3.1, necessary test assemblies shall be assembled. Each fuel- and control-system test assembly shall undergo functional cycling for 30 minutes while supplied with test fluid conforming to Specification MIL-H-3136, type III. At the end of this period, 1 pint of salt water conforming to the requirements of the paragraph entitled "Salt Solution" of Specification QQ-M-151 shall be introduced into the inlet of each test assembly. After the introduction of salt water, the supply of test fluid shall be

resumed and the functional cycling shall be continued for a 20-minute period. The cycling shall then be stopped and the entire test setup allowed to remain idle for 72 hours. During this period, the test fluid shall not be drained from any component. Control of the ambient or fluid temperature shall not be required during this test.

10.3.2.3.3 High temperature.- Upon completion of the Salt water test specified in 10.3.2.3.2, each test assembly or component shall be maintained in an ambient temperature above 200°F or 105 percent of the maximum Fahrenheit ambient temperature which it will encounter in normal service use, whichever is higher. After reaching and remaining at this temperature for at least 1 hour, each test assembly or component shall be operated as specified below.

10.3.2.3.3.1 Fuel and control systems.- Each fuel- and control-system test assembly or component shall be operated according to an appropriate test cycle for a minimum period of 50 hours and 3,000 cycles. Components normally in contact with fuel shall be supplied with fluid conforming to Specification MIL-H-3136, type III, at a temperature of 135° ±5°F. Other fluids, as required, shall be maintained at a temperature of 135° ±5°F.

10.3.2.3.3.2 Ignition system.- Ignition-system test assemblies shall be operated in accordance with the following schedule until a total of 300 hours of such operation has been accumulated. During the first 150 hours of the test, the input voltage to the system shall be 29 volts, dc. For the second 150 hours of the test, the input voltage shall be 14 volts, dc.

(a) 23 hours in periods of 30 minutes each. Each period shall be divided as follows:

2 minutes - ignition on.
3 minutes - ignition off.
2 minutes - ignition on.
23 minutes - ignition off.

(b) 2 hours of alternate periods during which the ignition system shall be on for 5 minutes and off for 55 minutes.

10.3.2.3.4 Room temperature endurance.- Upon completion of the High-temperature test specified in 10.3.2.3.3, each fuel-system and control-system test assembly shall undergo functional cycling for at least 400 hours, or 24,000 cycles, whichever shall represent the longer period. Test assemblies containing components normally in contact with fuel shall be supplied with fluid conforming to Specification MIL-H-3136, type I. After 250 hours of cycling, the fluid entering the system shall be contaminated with at least 8 grams per 1,000 gallons of fluid for 150 hours, except that the last 2 hours shall be performed with fluid containing 80 grams per 1,000 gallons. The fluid contaminant shall be considered to consist of not less than 68 percent SiO_2 and shall have a particle-size analysis as specified in 3.5.2. During the testing covered by this paragraph, the fuel filter shall be cleaned as recommended by the gas-turbine compressor or auxiliary-powerplant manufacturer, but at intervals representing a cumulative fuel flow equivalent to not less than that obtained in 10 hours operation at normal output. Control of ambient or fluid temperatures shall not be required during this test. During this test, the inlet fuel pressure at the pump in each test assembly shall not exceed 15 psi absolute. Following the test period, the pumps shall be operated at the maximum flow and discharge pressure required by the gas-turbine compressor or auxiliary powerplant until 400 hours at these conditions has been accumulated, including the time during the cycling period. The time accumulated on pumps at the specified conditions during cycling may be included in the total test time required for the pumps. By the end of this test, all pumps shall have been exposed to fluid conforming to Specification MIL-H-3136, type I, for at least 400 hours.

10.3.2.3.5 Low temperature.- Upon completion of the Room temperature endurance test specified in 10.3.2.3.4, each test assembly or component shall be soaked in ambient temperature of lower than -65°F for a period of 72 hours. Upon completion of soaking, this temperature shall be maintained while each assembly or component is operated as detailed below. During the entire Low-temperature test, fluid conforming to Specification MIL-H-3136, type I, shall be present in each test assembly or component containing parts normally in contact with fuel.

10.3.2.3.5.1 Fuel and control systems.- At least 10 simulated gas-turbine compressor or auxiliary-powerplant starts shall be performed. Each start shall be preceded by a soaking period sufficient to reduce the fluid temperature below -65°F. Each start shall be followed by a maximum of 2 hours of functional cycling or 120 cycles, whichever represents the longer period. During each cycling period, the test fluid inlet temperature may gradually rise until it reaches -30°F. If -30°F is reached before completion of the cycling period, the cycling shall be stopped and a start shall be made when the fluid temperature has been returned to below -65°F. The cycling time of the test shall total 20 hours or 1,200 cycles, whichever represents the longer period.

10.3.2.3.5.2 Ignition system.- While at a temperature of below -65°F each ignition system test assembly shall successfully start and operate at least six consecutive times. Each start shall be preceded by a minimum 3-hour soaking period followed by 3 minutes of continuous operation. Half of the starts shall be made when the system is supplied with 14 volts, dc and the remainder when the system is supplied with 29 volts, dc.

10.3.2.3.6 Cavitation - fuel pump.- The fuel system from the inlet of the gas-turbine compressor or auxiliary powerplant to the pump shall be simulated in the test assembly. This assembly will include lines, fittings, filter, and any other pumps that are part of the gas-turbine compressor or auxiliary-powerplant fuel system. The filter shall have had fluid passed through it at normal compressor or powerplant fuel flow for 2 hours. This fluid shall have been contaminated with at least 80 grams of foreign matter as defined in 3.5.2 per 1,000 gallons of fuel for fuel contamination. Clean fluid may be used to conduct the test. Test fluid shall be high vapor pressure fuel. The pumps shall be operated for 50 hours at maximum output and at the maximum flow and discharge pressure required by the gas-turbine compressor or auxiliary powerplant. The fluid-to-vapor ratio at the compressor or powerplant inlet shall be maintained at not less than 0.45, and the fluid temperature shall be at least 100°F. At the beginning of the test and after each 10 hours of testing, a sample shall be taken from the test fluid to insure that the vapor liquid ratio does not fall below the value specified above.

10.3.2.3.7 Recalibration.- Upon completion of the Low-temperature test specified in 10.3.2.3.5, component calibrations shall be repeated, and shall indicate that no component has changed its calibration beyond allowable service limits. Components not subject to calibration shall be operated under normal operating conditions to demonstrate satisfactory functioning. During recalibration, the same fluids shall be used as in the calibration. All components shall then be disassembled. All parts shall show no indication of failure or of unusual wear. Each calibration shall be recorded.

10.3.3 Electrical interference test.- The electrical system shall be tested as outlined below for conformance to the interference limitations of Specification MIL-I-6181.

(a) The radiated interference level shall be tested at frequencies up to 150 megacycles.

(b) The test antenna shall be located at the maximum radiated interference level at a distance of 6 feet from the unit.

(c) Radiated and conducted interference tests shall not be conducted during the starting cycle.

10.4 Teardown inspection.- After completion of the recalibration run specified in 10.2.2.5 on unit "A," and after the Alternate fuel test specified in 10.2.2.6.3 on unit "B," the unit and components shall be completely disassembled for examination of parts, and for measurements as necessary to disclose excessively worn, distorted, or weakened parts.

10.4.1 Oil tank.- If an external oil tank is furnished as a component part of the unit, the tank with filler cap installed shall be subjected to a positive, minimum internal air pressure of 15 psig, or twice the tank operating pressure, whichever is greater, for 10 minutes. No signs of leakage shall appear when the tank is submerged in water, with the internal air pressure as above.

10.5 General inspection.- At convenient times prior to the tests and during teardown inspections, the unit and components shall be examined to determine if they conform to all requirements of the contract and specifications under which they were built. At no time during the test shall any part of the unit be removed, disassembled for examination, or adjusted without prior approval of the witnessing representative of the procuring activity.

10.6 Parts failures.- If, during the Preproduction tests, a part fails, a new Preproduction test may be started on a new unit with a redesigned part or one of different material, or the witnessing representative of the procuring activity may authorize the installation of a new part of original design and material for one which failed owing to faulty material or workmanship. The Preproduction tests on each unit shall be considered complete when every major part of the unit has been subjected to the complete test. At the discretion of the procuring activity, redesign and retesting may be required of any part which fails, or indicates weakness after completing its Preproduction tests.

10.6.1 Components.- The above procedure shall apply in the event of parts failure during approval of components except that, at the discretion of the procuring activity, a rerun of the component Preproduction tests or the unit Preproduction tests, or any portion thereof, may be waived.

10.7 Additional tests.- The Government reserves the right to conduct such additional tests as may be considered necessary to determine conformance with applicable requirements.

APPENDIX II

POWER UNITS, AIRCRAFT AUXILIARY, GAS-TURBINE-TYPE, ACCEPTANCE TESTS FOR

20. QUALITY ASSURANCE PROVISIONS

20.1 General.- Auxiliary power units, components, and test apparatus, and the material entering into the manufacture thereof shall be subject to inspection by authorized Government Inspectors who shall be given reasonable facilities to determine conformance with this appendix. All instructions for the testing of units shall be submitted to the Inspector for his information and guidance. Previous acceptance or approval of material, or release of any design by the procuring activity, shall in no case be construed as a guaranty of the acceptance of the finished product.

20.2 Test conditions.-

20.2.1 Test apparatus.-

20.2.1.1 Unit speed.- The unit speed for performance check runs at normal and maximum ratings shall be determined by means of a positive counter which will actually count the revolutions for a period of not less than 1 minute, by an indicating tachometer and matching stroboscope disk energized by a controlled frequency source, or by other means acceptable to the procuring activity. At all other times, speed may be measured by means of an indicating tachometer.

20.2.1.2 Fuel flow.- Fuel flow measurements shall be made by either the volume or weight method. The quantity selected for the volume or weight method shall be such that each reading will cover an elapsed time of at least 1 minute. Flowmeter readings may be used for calculations of specific fuel consumption when the flowmeter has been calibrated by the volume or weight method in accordance with 20.2.3 of this appendix. Fuel flow quantities shall be reported on the weight basis. The specific gravity of the fuel shall be noted on the Acceptance Test Log Sheet (see 20.10 of this appendix).

20.2.1.3 Airflow.- Airflow measurements shall be made in accordance with the procedures outlined in ASME Power Test Code PTC 19.5; 4-1949, Part 5, Chapter 4, or by a method acceptable to the procuring activity.

20.2.1.4 Temperature and pressure measurements.- All temperature measurements shall be recorded in degrees Fahrenheit. Gas temperature measurements shall be accomplished using the type, number, and location of temperature-sensing elements as specified in the model specification. All oil and fuel pressures shall be recorded in psi gage. All air or gas pressures shall be recorded in in. Hg abs or psi gage, whichever is applicable.

20.2.2 Fuel and oil.- Fuel and oil used for all testing, including preliminary runs, shall be as specified in the model specification.

20.2.3 Accuracy of data.- All instruments and equipment shall be calibrated often enough to insure that reported data shall have a static accuracy within 3 percent of the value obtained at the maximum output of the unit.

20.3 Preliminary runs.- The nature and extent of the running-in prior to the Acceptance tests shall be determined by the contractor.

20.4 Acceptance tests.- The Acceptance tests shall be conducted on each production unit and shall consist of tests specified under Schedule "A" or "B." All production units shall be acceptance tested under Schedule "A" until such time as the penalty run and parts replacement record warrants the use of Schedule "B," as determined by the procuring activity. Units to be tested by either schedule shall be selected by the Government Inspector.

20.4.1 Schedule "A." - Schedule "A" shall consist of the following requirements.

20.4.1.1 Initial run.- The unit shall be subjected to a 1-1/2 hour initial run in accordance with the following schedule:

(a) Start and accelerate to governed speed.

(b) 15 minutes at no load.

(c) 15 minutes at normal rated output.

(d) 15 minutes at 25 percent of normal rated output.

(e) 5 minutes at maximum rated output.

(f) 15 minutes at 50 percent of normal rated output.

(g) 15 minutes at 75 percent of normal rated output.

(h) 10 minutes at normal rated output.

20.4.1.1.1 Initial run test data.- For each run at the loadings specified for the initial run, instrumentation shall be provided, readings shall be taken, and the necessary calculations shall be made to obtain the following data, as applicable. These data shall be corrected for the effects of ambient conditions to NACA standard sea level day performance by the method specified in the model specification. The corrected data shall be recorded on the Acceptance test report.

(a) Output torque lb - ft.

(b) Output horsepower.

(c) Bleed airflow - lb per min.

(d) Bleed air total pressure - in. Hg abs.

(e) Bleed air total temperature - °F.

(f) Bleed airpower - ft lb per min.

(g) Fuel consumption - lb per hr.

(h) Maximum oil temperature during run - °F.

(i) Duration of turbine inlet temperature in excess of maximum permissible value specified in the model specification - sec.

(j) Maximum and minimum oil pressure during run - psig.

(k) Compressor inlet air total temperature - °F.

(l) Barometric pressure - in. Hg abs.

(m) Unit speed - rpm.

20.4.1.2 Additional runs.- Any special units not covered above shall be subjected to additional runs as may be required by the procuring activity. Such runs shall be for the purpose of testing special features and will not mutually increase the duration of the Acceptance tests of the basic unit as outlined in this specification. Any additional runs required by the procuring activity shall be specified in the model specification.

20.4.1.3 Inspection after initial runs.- After completion of the initial and additional runs, the unit shall be disassembled sufficiently to allow a detailed inspection of working parts. The extent of disassembly shall be the option of the Government Inspector. If any part is found to be defective, an approved part shall be supplied to replace it and, at the discretion of the Inspector, a penalty run of suitable duration shall be made.

20.4.1.4 Penalty run.- The maximum penalty run shall be double the initial run, and any failure during this run shall cause the unit to be rejected. Additional run-in prior to the penalty run may, at the option of the contractor, be performed for the accommodation of replaced parts.

20.4.1.5 Inspection after penalty run.- Upon completion of the penalty run, the unit shall, at the discretion of the Inspector, be disassembled to allow for inspection of replaced parts.

20.4.1.6 Final run.- The final run shall be a complete repetition of the "initial run" and "additional runs," if any. Performance checks on automatic starting, overspeed control, radio interference, and turbine inlet temperatures shall be made and recorded during this run, and shall conform to the values specified in the model specification.

20.4.2 Overspeed test.- With the normal speed governing system rendered inoperative, the unit shall be overspeeded at no load until the overspeed control functions. This test shall be repeated until the overspeed control has demonstrated, on five consecutive trials, the ability to limit the unit speed to the maximum permissible value shown in the model specification.

20.4.3 Radio interference level.- All first production units shall be subjected to a Radio interference level test as outlined below to demonstrate compliance with the interference limitations of Specification MIL-I-6181, until 10 consecutive units have passed the test without reworking. Thereafter, the Inspector shall select one unit from each lot and subject it to the test. A lot shall consist of 10 consecutive units of the same model or models, provided identical electrical systems are used on each model in the lot.

20.4.3.1 When a unit modification is made which might affect the radio interference level, all units incorporating the modification shall be tested as outlined below until 10 consecutive units have passed the test without reworking. Thereafter, the Inspector shall select one unit from each lot and subject it to the test.

20.4.3.2 The following test conditions shall apply to the Radio interference level tests:

(a) The radiated interference level shall be tested at frequencies up to 150 megacycles.

(b) The test antenna shall be located at the maximum rated interference level at a distance of 6 feet from the unit.

(c) Radiated and conducted interference tests shall not be conducted during the starting cycle.

20.4.4 Automatic start test.- Each unit shall demonstrate satisfactory functional operation of automatic start controls by five consecutive successful automatic starts at no load. These starts may be accomplished during the initial run.

20.5 Schedule "B." - Schedule "B" shall consist of the requirements specified in 20.4.1.1, followed by an inspection as detailed in the model specification.

20.6 Stoppages.- Stoppage from any cause may, at the option of the Inspector, require a repetition of the particular period during which the stoppage occurred. Fuel and oil leaks will be considered as stoppages. If on close inspection at the completion of the final run fuel or oil leaks are discovered, a check run or a complete final run shall be made after the leak is sealed if deemed necessary by the Inspector.

20.7 Criteria for acceptance.- A production unit shall have passed the Acceptance tests if the following requirements have been met.

20.7.1 Initial run performance.- The corrected performance data shall demonstrate that the unit meets the performance ratings specified in the model specification. In addition, the operating gas temperatures, oil temperatures, oil pressures, and unit speed shall be within the permissible limits specified in the model specification.

20.7.2 Overspeed test.- At no time during the Overspeed test shall the unit speed exceed the maximum allowable value specified in the model specification.

20.7.3 Radio interference tests.- The radiated and conducted interference levels of the unit, when tested as specified above, shall not exceed the permissible limits specified in Specification MIL-I-6181.

20.7.4 Automatic start tests.- A successful start shall be defined as continuous acceleration from actuation of the start switch to idling speed within the times specified in the model specification.

20.7.5 Inlet temperature.- The maximum turbine inlet temperature shall not exceed the maximum permissible transient and steady-state values specified in the model specification.

20.8 Additional tests.- Satisfactory performance in any additional tests shall be defined as demonstration of conformance with the requirements for that component or control specified in the model specification.

20.9 Rejection and retest.-

20.9.1 Retest.- Whenever, in the opinion of the Inspector, there is evidence of insufficient output or other malfunctioning of the unit, the difficulty shall be investigated and its cause corrected to the satisfaction of the Inspector before the test is continued. If such investigation requires disassembly involving any internal moving part of the unit proper, the portion of the test in which the difficulty was encountered shall, at the option of the Inspector, be repeated.

20.9.2 When any unit fails to pass the Radio interference level test, all subsequent units shall be tested until 10 consecutive units have passed the test without reworking. Units which have been rejected may be reworked to correct the defects and resubmitted for testing. Before resubmitting, full particulars concerning previous rejection and action to correct the original defects shall be furnished the Inspector.

20.9.3 Maximum hours of running.- If any unit, other than an experimental unit, requires more than 15 hours of running under its own power at 50 percent of normal-rated output or above, in connection with its test under this appendix, including preliminary runs or running-in when performed, it shall stand rejected. Parts and components from these rejected units may be used in other units being built, provided these parts and components are not worn or defective to an extent which will prevent their being reconditioned sufficiently to enable them to pass the detailed inspection required for similar unused parts or components. Parts and components from rejected units shall not be resubmitted for inspection without full particulars being given to the Inspector concerning previous rejection of the unit.

20.10 Acceptance test log.- The contractor shall prepare Acceptance Test Log Sheets for each unit, two copies of which shall be supplied to the procuring activity.

APPENDIX III

POWER UNITS; AIRCRAFT AUXILIARY, GAS-TURBINE-TYPE MODEL SPECIFICATION FOR (OUTLINE AND INSTRUCTIONS FOR PREPARATION)

30. SCOPE

30.1 This appendix establishes the form to be used by manufacturers in the preparation of gas-turbine auxiliary power unit model specifications.

40. APPLICABLE DOCUMENTS

40.1 The following specification, of the issue in effect on date of invitation for proposals, forms a part of this appendix to the extent specified herein:

SPECIFICATIONS

MIL-P-8686 — Power Units; Aircraft Auxiliary, Gas-Turbine-Type, General Specification for

(Copies of specifications, standards, drawings, and publications, required by contractors in connection with specific procurement functions should be obtained from the procuring activity or as directed by the contracting officer.)

50. APPLICATION

50.1 A complete gas-turbine auxiliary power unit model specification in accordance with the outline and instruction for preparation as specified herein, shall be prepared for each specific model. New power unit model designations will be assigned by the Government. When a new model designation is assigned, a new power unit model specification shall normally be prepared with a new specification number assigned thereto by the unit manufacturer. It is desired that no new power unit model designation be implemented by appendixes, or variants to an existing model specification, and in no case shall amendments be used for this purpose. No changes to a power unit model specification shall be submitted to the procuring activity by means of amendments or revision pages prior to the time when the power unit model specification is approved and becomes a part of a contract. Revisions, by amendment form, to an approved power unit model specification which has been released and forming a part of a contract will be acceptable to the procuring activity. Each amendment shall be approved, and shall include and supersede the previous amendment.

50.2 The headings and numbering of sections and paragraphs herein correspond to those of the basic specification for the specific data needed only in the model specification. Omission of reference in the model specification to a particular requirement of the basic specification shall be interpreted as compliance therewith. When departures are necessary from the requirements of this appendix and of the basic specification, the details of such departures shall be stated as specific requirements bearing the same section and paragraph heading and numbering as in the basic specification.

50.3 Parenthetical sentences, phrases, and words are included herein for the guidance of the auxiliary power unit manufacturer for insertion of proper information and data related thereto, in connection with the preparation of the model specification. Parenthetical statements shall not be copied verbatim in the model specification.

50.4 The specification number shall be the number assigned by the powerplant manufacturer. When revisions are made, they shall be designated by the use of a dash and a letter following the number, with a revision date therefor, which shall be shown on page 1 only. Only the specification number, and the revision suffix letter if applicable, shall be shown on the subsequent pages.

50.5 For purposes of permitting preliminary evaluation of a proposed gas-turbine auxiliary power unit design, or for release of approved auxiliary power unit performance characteristics in connection with an aircraft or aircraft equipment design competition, the power unit manufacturer may submit a preliminary model specification to serve until superseded by a complete coordinated model specification which will be required for a production contract.

50.5.1 The preliminary model specification shall be prepared in accordance with the requirements stipulated herein, except that, at the option of the manufacturer, the information requested in paragraph numbers preceded by an asterisk (*) may be omitted.

60. MODEL SPECIFICATION

60.1 The form and description of the Model specification follow.

(Number and title.- The number and title shall be as follows:)

(Spec No.) _____
(Date) _____
(a) Revised _____ (Date)
(b) Revised _____ (Date)

MODEL SPECIFICATION

POWER UNIT; AIRCRAFT AUXILIARY, GAS-TURBINE-TYPE

(Insert Service type and model designation if assigned)

(NAME OF CONTRACTOR)

1. SCOPE

1.1 Scope.- This specification covers the standard requirements for the _____ (insert the Service type and model designation) gas-turbine auxiliary power unit hereinafter described as the unit(s).

1.2 Classification.- The _____ (insert type and model) gas-turbine auxiliary power unit is a _____ (insert briefly the description of the salient features of this model.)

2. APPLICABLE DOCUMENTS

2.1 The following specification, of the issue in effect on date of invitation for proposals, forms a part of this specification to the extent specified herein:

SPECIFICATIONS

Military

MIL-P-8686 Power Units; Aircraft Auxiliary, Gas-Turbine-Type, General Specification for)

(List all additional Government publications not covered in this specification which are applicable to the unit.)

GPO 814383-4

3. REQUIREMENTS

3.1.1 Critical materials.- The estimated weight of the following critical materials based on the finished parts plus manufacturing scrap losses, but excluding mill and melt losses required in the construction of the gas-turbine power unit is as follows:

Chromium	----- lb
Cobalt	----- lb
Columbium	----- lb
Molybdenum	----- lb
Natural rubber	----- lb
Nickel	----- lb
Tungsten	----- lb

3.5 Performance characteristics.- The ratings and curves shown are based on the terms and standard conditions defined herein.

3.5.4 Ratings.- The performance ratings shall be as listed in table I (use applicable column headings). These data are based on the use of fuel conforming to Specification MIL-F-5161 and oil conforming to Specification (MIL-O-6081) grade (1010). (If other fuels or oils have been approved by the procuring activity, the approved fuels and oils shall be specified.) These data contemplate no restriction of the air inlet and outlet, and exhaust, and no loading of the accessory drives, or generator, if such is installed. Rated performance shall be obtained at normal governed speed under the sole control of the automatic control system.

TABLE I

Performance ratings

Output	Power output hp	Bleed airflow lb/min	Fuel consumption lb/hr (nominal)	Bleed air press. ratio	Output shaft speed rpm (nominal)	Bleed air temp °F	Turbine out temp °F
Maximum							
Normal							
75 percent normal							
50 percent normal							
No load							

3.5.5 Estimates.- Estimated performance curves shown in figures 1 to ____ (insert applicable number) inclusive, shall constitute part of this specification. These curves indicate estimated performance attained under standard conditions and under operating conditions as specified in 3.5.4 entitled "Ratings." (The following estimated performance curves shall illustrate the performance obtainable and shall be consistent with the rated performance. Points of rated performance shall be indicated on the sea level curves.) (For examples of figures, see figures 1 to 8.)

3.5.5.1 Estimated performance curves.- (Curves showing the estimated performance of the unit at various altitudes from sea level up to the maximum altitude specified herein, shall be furnished, if applicable.)

NOMINAL GOVERNED SPEED
STANDARD SEA LEVEL PRESSURE
FUEL LOWER HEATING VALUE -
BTU/LB TRANSPOSE FUEL CURVE
ACCORDING TO THE LOWER
HEATING VALUE OF THE FUEL
USED.

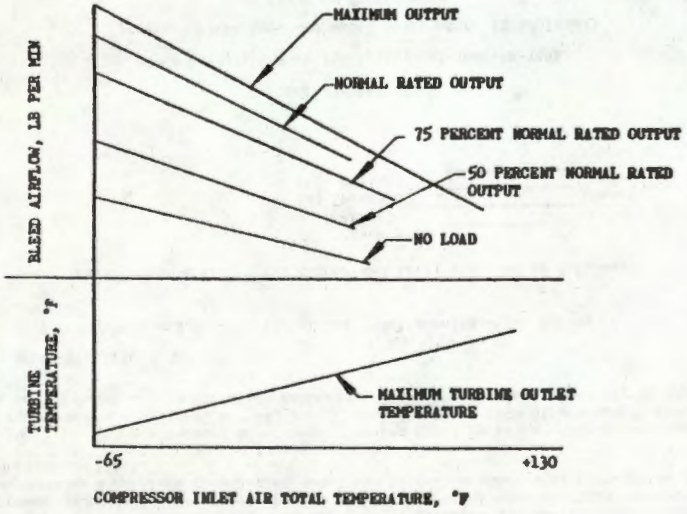


FIGURE 1. Performance characteristics for types II, III, and IV

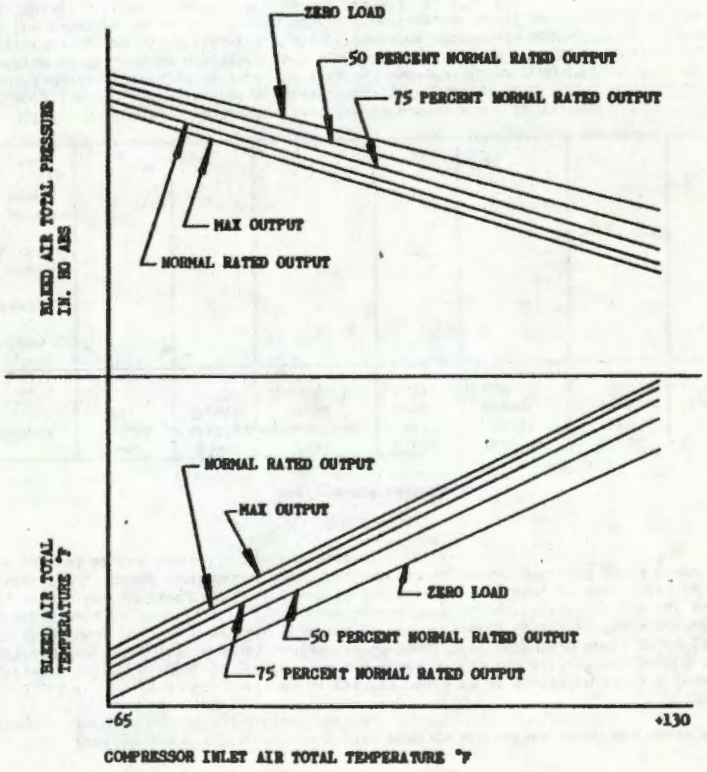


FIGURE 2. Bleed air characteristics for types II, III, and IV

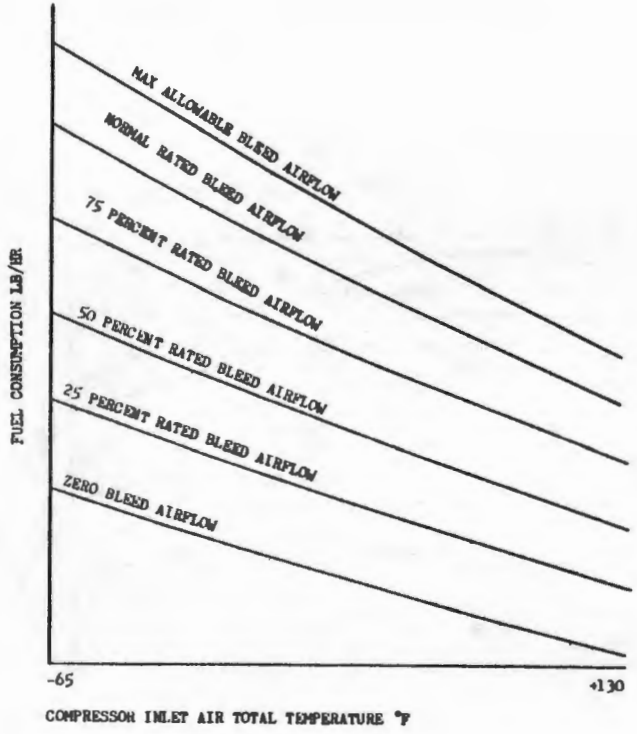


FIGURE 3. Fuel consumption for types II, III, AND IV

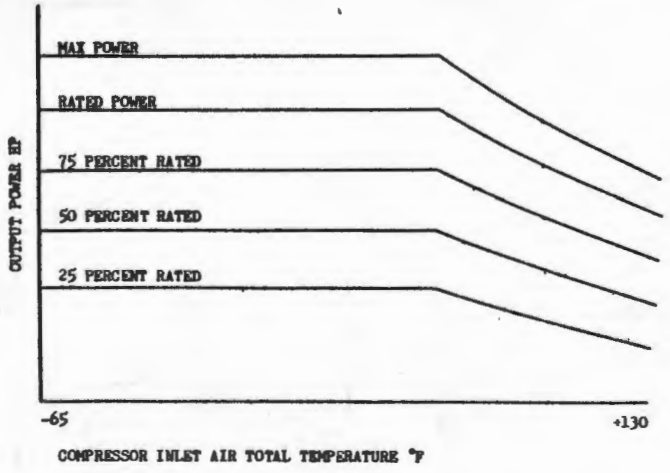


FIGURE 4. Nominal performance types I and IV

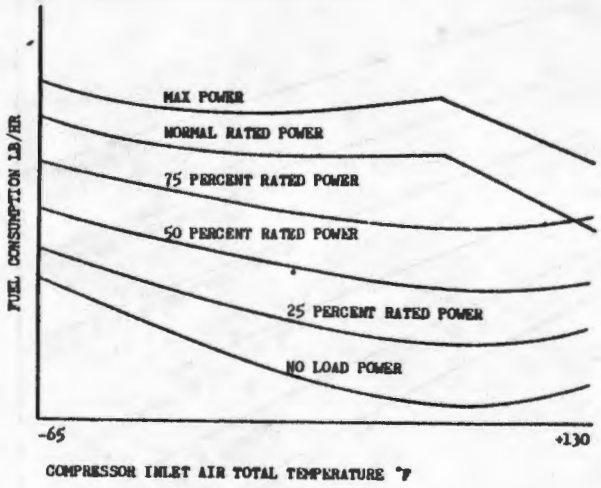


FIGURE 5. Nominal performance types I and IV

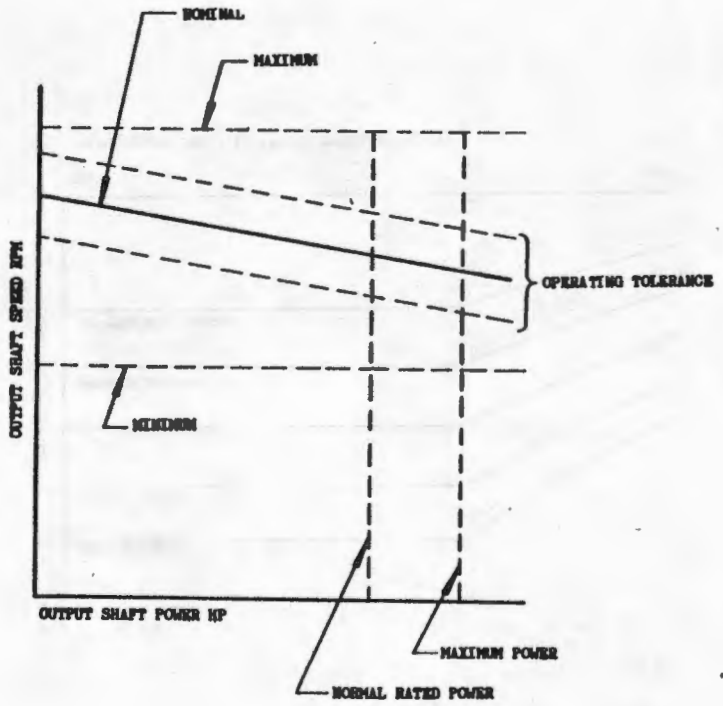


FIGURE 6. Nominal performance types I and IV

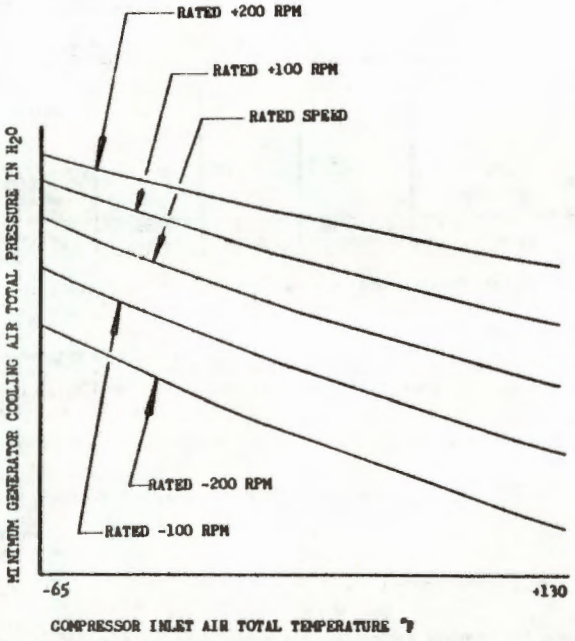


FIGURE 7. Nominal performance types I and IV

MIL-P-8686(ASG)
APPENDIX III

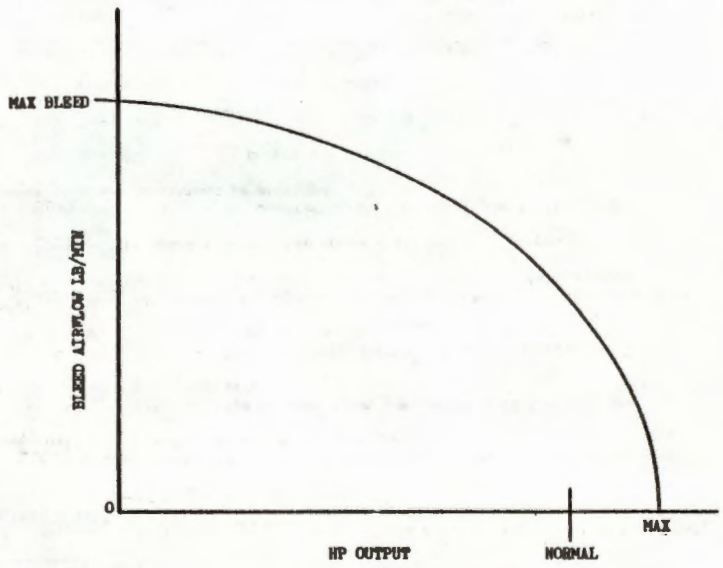


FIGURE 8. Shaft hp versus bleed airflow for type IV

* 3.5.5.2 Correction data.- (Data for correcting the performance of the unit at nonstandard temperature conditions for various specified altitudes over the full operating range of the unit shall be provided.)

3.5.6 Oil consumption.- The oil consumption shall not exceed ___ lb per hour under any operating condition specified herein.

3.5.7 Altitude operation.-

* 3.5.7.1 Altitude-temperature limits for starting and operation.- The unit shall start and operate at the altitudes and in the range of ambient temperatures specified on figure ___. (This may be shown in other than curve form, if desired by the manufacturer.)

3.5.10 Reduced-speed, idle operation.- (Describe the means provided for operation of the unit at reduced idle speeds.)

* 3.5.12 Gas temperature limits.- The maximum allowable measured gas temperature shall be as follows:

Condition	Temperature °F (°C)
Maximum	
Normal	

The measured transient gas temperature shall not exceed ___°F (___°C) for more than ___ seconds.

3.5.12.1 Measurement.- (Describe the provisions for the measurement of gas temperature.)

* 3.5.13.2 Starting power.- The estimated electrical power requirements for all components which are operative during the starting cycle shall not exceed the following, at the voltage specified in table II.

TABLE II

Estimated electrical power requirements during starting cycle

Condition	Volts dc	Amperes at 60°F	Amperes at -65°F	Approximate rotor rpm
Current inrush (momentary)	24			
Firing	24			
Starter cutout	24			

3.5.13.3 Automatic starting.- The control components required for automatic starting and not furnished with the unit are specified on Drawing _____.

3.6 Drawings and data.- The following _____ (insert manufacturer's corporate name) drawings and photographs form a part of this specification: (Designate applicable drawings.)

3.13 Electrical components.-

* 3.13.4 Electrical power.- The electrical power requirements of the unit for all components requiring electrical power, during starting only, are as specified in 3.5.13.2 entitled "Starting power." The electrical power requirements of individual components, other than the starter motor, and the approximate rotor speeds of the component energization, are as specified in table III.

TABLE III

Estimated electrical power requirements

Components 1/	Volts dc	Amperes at 60°F	Amperes at -65°F	Approximate rotor rpm	
				At cut-in	At cutout
Ignition system	24				
Control circuit	24				

1/ All additional components requiring electrical power shall be included in the above table.

3.14 Dry weight.- The dry weight of the complete gas-turbine power unit shall not exceed _____ pounds.

3.14.1 Weights of additional equipment.- (When additional equipment is furnished, such items, their estimated weight, and a reference as to whether contractor- or Government-furnished, shall be included.)

3.15 Over-all dimensions.- The over-all dimensions of the unit and allowances for expansion shall not exceed those shown on Drawing _____.

3.16 Mounting provisions.- The number, type, and location of the mounting provisions shall be as shown on Drawing _____.

3.16.1 Handling supports.- The provisions for hoisting of the unit, and for resting on the ground, shall be as shown on Drawing _____.

3.18 Polar moment of inertia of compressor-turbine system.- The polar moment of inertia of the complete rotor about the rotor axis is _____ pound feet squared.

3.18.1 Speed.- The maximum unit rotor speed shall be _____rpm.

3.19.2 Generator cooling air.- Generator cooling air of the following characteristics under standard conditions is provided:

(a) Quantity: _____ pounds per minute.

(b) Temperature: _____°F.

(c) Pressure: _____ inches of water.

3.20 Compressed air product (type II, type III, and type IV units).-

3.20.1 Compressor bleed.- The types II, III, and IV units shall provide for the extraction of compressed air from the compressor only in the quantity, pressure, and temperature shown on figures 1, 3, and 4. The bleed airpower shall be as shown on figure 2.

3.20.2 Mixed bleed.- The type III units shall incorporate provisions for the mixing of compressor bleed and combustion chamber products to raise the temperature of the bleed air to _____ ± _____ °F above the compressor inlet temperature.

3.21.2 Fire-detecting and extinguishing systems.- Describe the provisions for fire-detecting and fire-extinguishing systems as specified in the basic specification.

3.22.2 Duct attachment.- Provisions for intake duct attachment shall be as shown on Drawing _____. The following loads on the intake flange shall not be exceeded: Shear _____pounds, axial _____pounds, and overhung moment _____pound-inches.

3.22.3 Inlet air pressure drop.- The maximum allowable inlet air pressure drop to the unit shall be as shown on figure ___. (The contractor may show these limits in other than curve form.)

3.23 Exhaust system.-

3.23.1 Turbine exhaust.- Attachment provisions for the turbine exhaust duct shall be as shown on Drawing _____. The following loads on the exhaust duct attachment flange shall not be exceeded: Shear _____pounds, axial _____pounds, overhung moment _____ pound-inches.

* 3.23.1.1 Turbine exhaust pressure drop.- The maximum allowable exhaust gas pressure drop external to the unit shall be as shown on figure ___. (The contractor may show these limits in other than curve form.)

3.23.2 Cooling air discharge.- Attachment provisions for the cooling air discharge duct shall be as shown on Drawing _____. The following loads on the cooling air discharge duct flange shall not be exceeded: Shear _____pounds, axial _____pounds, overhung moment_____pound-inches. (Delete this paragraph where inapplicable.)

* 3.23.2.1 Cooling air discharge pressure drop.- The maximum allowable cooling air pressure drop external to the unit shall be as shown on figure ___. (The contractor may show these limits in other than curve form.)

* 3.24 Lubricating system.- The oil pressure and temperature indicator ranges required for remote indication are ___ to ___ psi and ___ to ___ °F, respectively.

3.24.6.1 Oil pressure pump.- The operating oil pressure at normal governed speed at any operating condition specified herein, when using the lubricant specified herein, shall be _____ ± _____ psi. The operating oil pressure at the minimum reduced idle speed operating condition shall be _____ ± _____ psi.

3.24.6.2 Oil pressure measurement.- The provisions for the measurement of unit oil pressure shall be as shown on Drawing _____.

3.24.7 Oil drain.-

3.24.7.1 Details of the oil drain shall be as shown on Drawing _____.

3.24.8.2 Capacity.- The oil tank capacity shall be as follows:

(a) Residual capacity _____ gallons.

(b) Usuable quantity _____ gallons.

(c) Unusable quantity _____ gallons.

3.24.9 Oil cooler.-

3.24.9.1 Type.- (The type of oil cooler shall be specified.)

3.24.10 Breather.- (The size and location of the outlet connection shall be specified.)

3.25 Fuel system.-

3.25.4 Fuel pressure connection.- The provisions for the measurement of fuel pressure shall be as shown on Drawing _____.

3.25.6 Fuel drains.- The time required to drain the unit of fuel sufficiently to safely attempt another start following one normal ground-starting attempt shall not exceed ___ seconds. Details of the fuel drain fitting(s) shall be as shown on Drawing _____.

3.26 Ignition system.- (Describe the type of ignition system used in the unit, including manufacturer's name and model, if applicable. Specify the number of igniters used, crossfire provisions, single or multiple ignition, continuous or self-maintained combustion and specify type of magneto, transformer, coil, igniter plug(s), torch igniter, or any other means of ignition, as is applicable.

3.26.3 Connections.- (Describe ignition system external connections.)

3.27 Control systems.-

3.27.1 Primary controls.- (Describe all components required for the unit control system, including provisions for reduced-speed control.)

3.27.2 Emergency controls.- (Describe the emergency control provisions of the unit as specified in the basic specification.)

3.28 Accessory drives.- The gas-turbine-driven power unit shall include the following described special accessory drives: (Insert here, in tabulated form, the names of the special accessory drives, the type, the number used, the speed at rated unit output, the maximum permissible torque for continuous operation, the maximum permissible static torque, overhung moment and accessory weight (for Government-furnished accessories), and the direction of rotation when looking at the drive on the unit.)

3.29 Counting devices.- (Describe the provisions for counting devices as specified in the basic specification.)

3.35 General additional information.- (The gas-turbine power unit manufacturer shall specify as subparagraphs under this number and heading in the model specification any additional information, deviations, or requirements, which are not covered by the basic specification.)

4. QUALITY ASSURANCE PROVISIONS

4.1 General.- (The requirements for sampling, inspection, and tests shall be as specified in the basic specification.)

5. PREPARATION FOR DELIVERY

5.1 General.- (The requirements for preparation for delivery shall be as specified in the basic specification.)

6. NOTES

6.4 Definitions.-

6.4.1.1 Ratings and operating conditions.- (The manufacturer may define the various ratings and operating conditions used in the model specification in this section.)

6.4.1.1.1 Standard conditions.- Standard conditions are the values of air temperature and pressure given in NACA TN 3182. The standard humidity, for the purpose of this specification, is zero vapor pressure at all altitudes.

6.4.2 Symbols.- (Symbols used in the model specification may be inserted here or defined on the estimated performance curves.)

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